

# THE COMMERCIAL MOTOR

FRIDAY, JUNE 2, 1961  
ONE SHILLING

**SPECIALIZED  
MUNICIPAL  
TRANSPORT**



*A MAMMOTH MAJOR loading sulphuric acid in the works of  
F. W. Berk & Co. Ltd. — one of 350 A.E.C.'s operated by Harold Wood.*

Leading operators choose **A.E.C.**

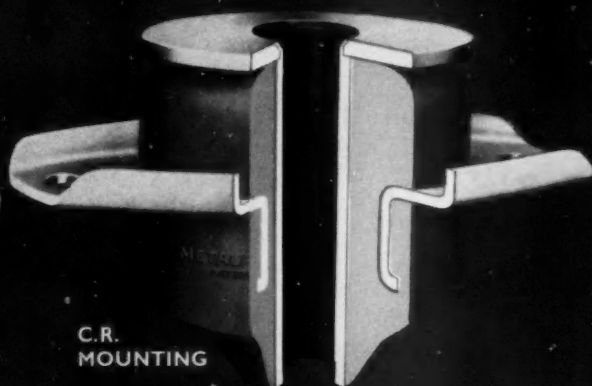


"In our work we couldn't afford anything but the best" report Harold Wood & Sons Ltd. "and as you would expect, the best was found to be the cheapest in the long run. Because of their first-class engineering, A.E.C.'s give us virtually no trouble, they need less maintenance and they keep our costs down all round."

A.E.C. LIMITED · SOUTHALL · MIDDLESEX



METACONE  
MOUNTING



C.R.  
MOUNTING

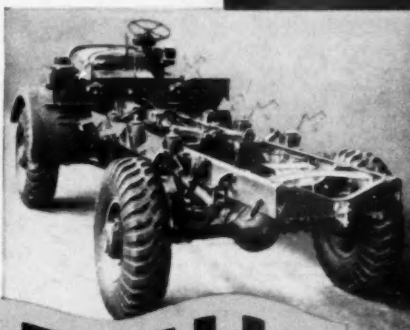
## For Cabs and Bodies METALASTIK MOUNTINGS

Metalastik mountings play a double part in damping out vibration and shocks and reducing noise level. They help to give a better ride to the load which may range from the injured in an ambulance to sensitive electronic equipment and they prolong the life of coachwork and tanks by reducing local racking stresses.

The Metacone mounting is used extensively for widely different types of body. Providing substantial deflections with high load capacity, its progressive action and inherent damping are of great value.

Specially designed by Metalastik after long study of the problems involved in mounting cabs, the C.R. mounting is fitted by leading vehicle manufacturers. It reduces transmitted noise, softens shocks and controls rebound. There are many other mountings available. As a trunnion mounting or pivot for tanks, the Metalastik Ultra-Duty bush permits large torsional deflections and supports heavy radial loads. Cushyfoot mountings are ideal for mobile generators, compressors etc., and for lighter loads there is the low-height equi-frequency mounting with built-in rebound control as used for the sub-frame on the Rover 3-litre car.

Ultra-Duty bushes are employed for mounting aluminium tanks by Thompson Bros. (Bilston) Ltd. The Dennis ambulance chassis incorporates eight Metacone mountings to give smoother riding for the injured. Metacone mountings are used on the Tecalemit crashtender for cab and tank but they are larger than those on the ambulance because of severe shock loads on cross-country travel.



# METALASTIK

METALASTIK LTD., LEICESTER



**Over 40 years experience in design and production!**

# KARRIER

**PETROL AND DIESEL  
MUNICIPAL VEHICLES**

*used by over 1000 Public Authorities*



'BANTAM' 10-12 cu. yd. Dual-Tip Collector.



'GAMECOCK' 18 cu. yd. Dual-Tip Collector.



'GAMECOCK' 12 cu. yd.  
Refuse Collector



'YORKSHIRE' 1000 gall. Gully Emptyer.



'BLENHEIM' 11-15 cu. yd. Compression Collector.

**Karrier—largest suppliers of municipal vehicles in the country**

**SEE THEM AT THE CLEANSING CONFERENCE, ABERDEEN, JUNE 6-9**

KARRIER MOTORS LTD. LUTON BEDFORDSHIRE

EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1

# MILK IN BULK IN

Continuing their policy of designing and building Road Tankers for special as well as Standard purposes Andrews Bros. are now constructing Trailers for the Bulk collection of milk from Dairy Farms under the Milk Marketing Board Scheme.

New problems in bulk liquid transport are continually arising as new liquids are developed by chemists and produced by Refineries and Distilleries.

The vast experience of Andrews Bros. is invaluable in the solution of these problems and this service is available to you.

Whatever your requirements may be we can build the perfect tanker for the job and can offer quick deliveries at very competitive prices.



# ANDREWS BROS TANKERS

ANDREWS BROS. (Bristol) LTD.

Carlton Works, Regent St., Liverpool, 3

Telephone MARITIME 1291

Telegrams Stainless, Liverpool 3



*for*  
**BULK  
 TRANSPORT**  
*that  
 saves  
 TIME  
 and  
 MONEY*

a few examples of ERF Vehicles  
 for Bulk Transport recently sup-  
 plied to well known Companies  
 are shown here. Whatever your  
 business ERF transport can save  
 YOU Time and Money.

•  
**ERF LIMITED  
 SUN WORKS  
 SANDBACH  
 CHESHIRE**

DIRECTORS:

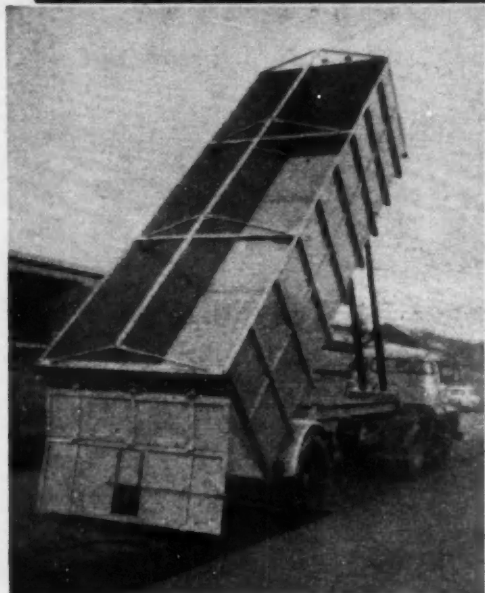
*E. P. Foden, E. Sherrott*

Telephone: Sandbach 223 (5 lines)

Telegrams: E R F Sandbach



# YOU BUY YEARS OF EXPERIENCE



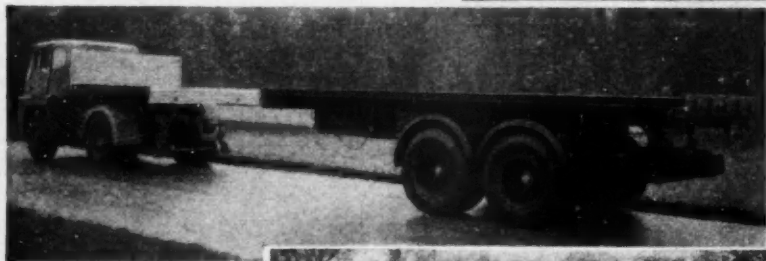
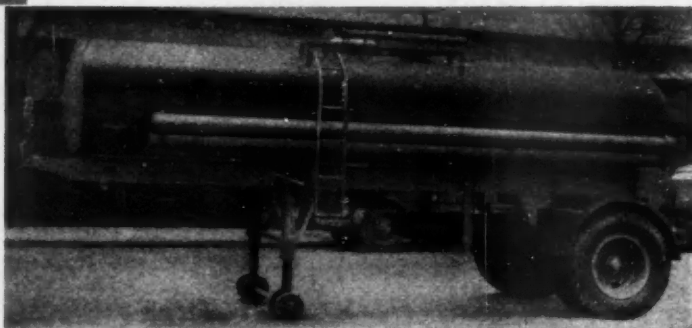
Hands 12 ton Bulk Grain Carrier with Hands Universal Automatic Coupling Gear, with twin front end rams, Tipping to 45°.

with every

# HANDS TRAILER

A complete range of trailers from 3 to 30 tons in Straight Frame, Step Frame, Platform and Van Bodies to customers' requirements, Tankers, Tippers, Machinery Carriers, Patented Dual-purpose Machines, also Extendible Semi-trailers (patent recently expired) and Pole Carriers in service at home and in 50 countries overseas.

1,500 gal. Fuel Oil Tanker with S A E king pin, 2 line air brakes operating overseas.



Hands U T E F 16/18 ton extendible Semi-trailer with Hands all rubber suspension, tandem axle, at 37 ft. fully extended length. Illustration below shows trailer in the 27 ft. closed position.



**HANDS VEHICLES  
ARE EXTENSIVELY  
USED**

**THROUGHOUT THE WORLD**

**HANDS (LETCWORTH) LTD., Icknield Way  
Letchworth, Herts., England Tel. Letchworth 1820**

Write for further details to



BMJ



# The Flying "Apron"

## BARIMAR tackles a fractured 8-tonner

The "flying carpet" is a figment of the imagination, but the flying "apron" is tangible and real—it is the 8-ton component of an electrically operated shearing machine, used by an important national concern for cutting thick sections of steel.

The first picture reveals a fracture in the "apron" where the two bearing caps fit, also the damage to the caps themselves. The breakdown was serious—vital orders were held up and work was at a standstill. Fortunately the owners remembered Barimar, as they and their associated companies had repeatedly used the *Barimar Scientific Welding Service* in the past and they knew it as a service that had proved itself time and again. So there was no hesitation in sending the "casualty" several hundred miles on a "flying" trip to Barimar. "Flying"

is the right word, for not a moment was lost in getting the "apron" to the Barimar Works in London. The repairs to the damaged casting were put in hand immediately. Expert welders worked on it continuously until, within a week, the "apron" was ready to go back into service—soundly welded, strengthened, thoroughly tested and accurate, the caps fitting perfectly.

Eight-ton "apron" of big shearing machine as received by Barimar. The broken piece and bearing caps are in the foreground.



*The Barimar  
Guaranteed repair  
that saved the owners  
time, money and loss of production.*

ALL BROKEN PARTS which are transportable must be sent CARRIAGE PAID or delivered to the nearest Barimar Branch. Please remove all fittings and post letter advising dispatch. When it is impossible to transport machinery Barimar experts operate ON THE SPOT.

# BARIMAR

LTD. Telephones: RENown 2147-2148. Night 2148. Telegrams: "Bariquamar, Walsgreen, London."

**BARIMAR BRANCH ADDRESSES:**  
BIRMINGHAM, 12: 116-117, Charles Henry St. Telephone: Midland 2696  
NEWCASTLE-UPON-TYNE, 1: 64-66, The Close - - - Telephone: 21055  
GLASGOW, C.2: 134, West George Lane - - - Telephone: Central 4709

Barimar House,  
22-24, Peterborough Road,  
FULHAM, LONDON, S.W.6

BARIMAR—THE WORLD'S SCIENTIFIC WELDING ENGINEERS

Time was saved, the cost of this outsize welding job was remarkably modest and, above all, the work was covered by the Barimar Money-Back Guarantee.

**MORAL:** When urgency is vital—whether near or far, ask Barimar.

## MOTOR TRANSPORT REPAIRS

Most Breakages to Motor Parts can be repaired by Barimar at a Big Saving on the cost of new Parts.

**CYLINDER BLOCKS:** Every kind of crack and fracture, broken bores, scored bores, damaged stud housings, cracked, burnt, pitted and sunken valve seatings.

**CYLINDER HEADS:** Cracked and worn valve seats, chipped, warped or damaged faces, broken rocker standards, defective camshaft bearing housings, defective stud holes, stripped plug threads, IRON OR ALUMINIUM.

**CRANKCASES:** Fractures caused by broken connecting rods and run big ends, broken-off bearing arms, cracked sumps, cracked stud housings, broken bearing and flywheel housings, broken drain-plug threads, IRON, ALUMINIUM OR ELEKTRON.

**CRANKSHAFTS:** Broken across web or journal, cracked, scored, threads stripped or tapered worn.

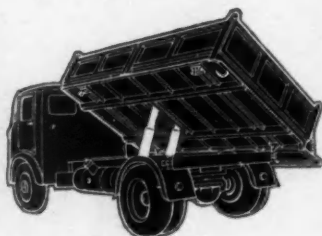
**TRANSMISSION:** Cracked or broken gearboxes and axle casings, damaged gear teeth, worn splines or tapers, fractured shafts, cracked differential casings.



Whichever chassis you choose, there is an Edbro-B & E gear which will operate for you with the utmost reliability and efficiency. They can be ordered as standard equipment on most of the leading makes of chassis, but if your requirements are at all out of the ordinary, it might pay you to have a word with our experts before specifying the exact type.



1. Single ram model for front body mounting.



2. Single and Twin Slant ram model for underbody mounting.



3. Twin ram model for front body mounting.

## EDBRO-B & E tipping gears & bodies



Edbro-B & E Tippers Ltd., Quebec Street, Bolton.

Telephone : Bolton 62221/5

Telegrams : Edbro Bolton

London Works: Goldhawk Road, Shepherd's Bush, W.12.

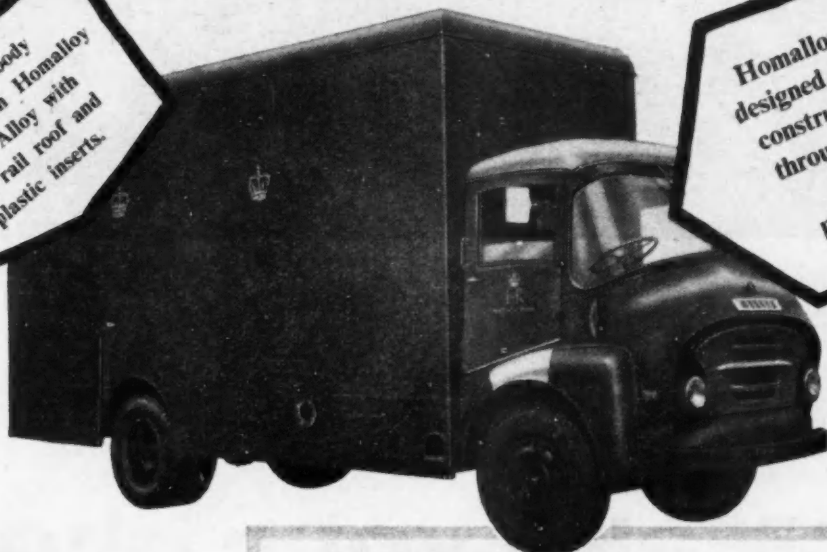
Telephone: SHEpherd's Bush 6262

# Homalloy are Specialists in **SPECIALS**

**A NEW VAN BUILT BY HOMALLOY  
FOR THE MINISTRY OF WORKS**

Box van body  
constructed in Homalloy  
Light Alloy with  
cant rail roof and  
plastic inserts.

Homalloy-  
designed cab,  
constructed  
throughout  
in  
plastic.



**HOMALLOY  
HAVE THE  
ANSWER TO  
YOUR  
"SPECIAL"  
PROBLEM**



Designed for the Albion "Chief" Chassis, this platform body is constructed throughout in Homalloy Light Alloy. It is fitted with a special 19' x 7' corrugated floor with tread plate on top.

# Homalloy

LIGHT ALLOY

## HOME

Head Office and Works  
**HOLMES (PRESTON) LTD.**  
Homalloy Works, Blackpool Road,  
Preston, Lancashire  
Phone: Preston 89233 (5 lines)  
Grams: Homalloy Preston

London Office and Works  
**HOMALLOY (LONDON) LTD.**  
Homalloy Works, Sutton Road,  
Rochford, Essex  
Phone: Rochford 56991 (5 lines)

Scotland:  
**HOLMES ALEXANDER LTD.**  
Heathhall, Dumfries  
Phone: 2784 (4 lines)

## ABROAD

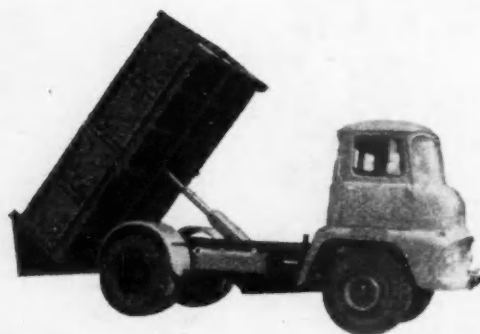
**RHODESIA**  
**ZAMBESI COACHWORKS LTD.**  
Private Bag 25, Kapje, Salisbury  
Phone: 34353



## Make your choice

**AUSTIN**

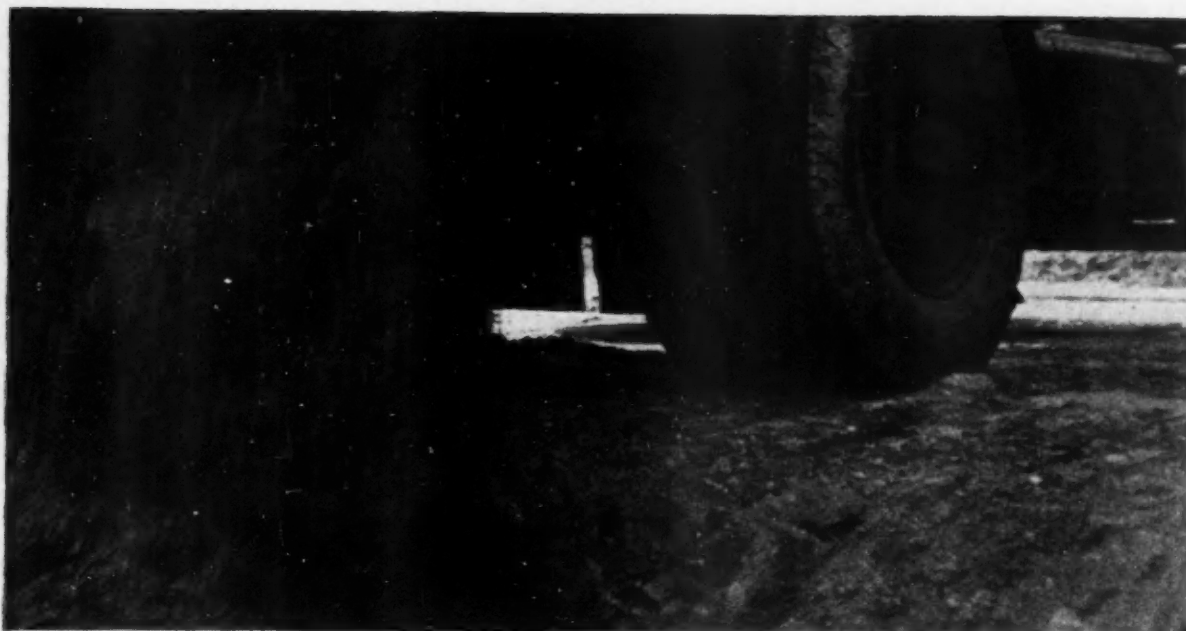
*Fitted with TELEHOIST tipping gear and steel body*

**DODGE**

*Fitted with TELEHOIST tipping gear and steel body*

For further information get in touch with **TELEHOIST LIMITED**, Cheltenham, Gloucestershire.





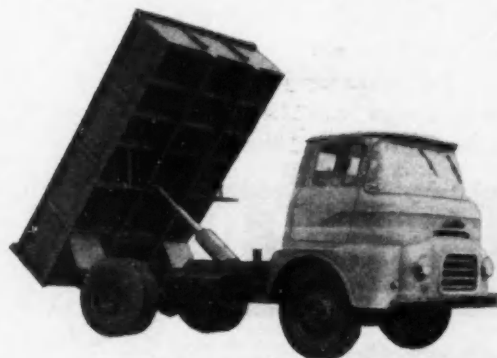
**TELEHOIST**  
**TELEHOIST**  
**TELEHOIST**  
**TELEHOIST**

Whatever the job — whatever the truck — there's a Telehoist tipping gear to fit it. Four basic models, twenty-four different gears to suit every specialised application.

Telehoist tipping gear is designed to spread the tipping stresses throughout the entire chassis. There is no damaging 'point loading' with Telehoist.

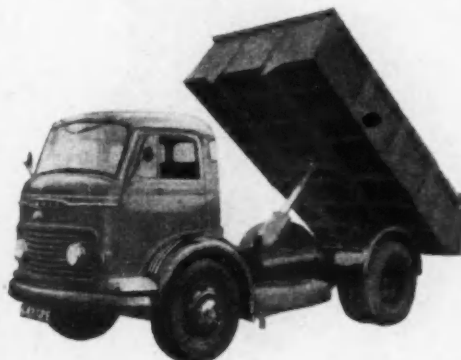
Telehoist steel bodies are designed to take the roughest treatment and can be made to your own specification.

Specify Telehoist tipping gears and bodies when ordering your chassis — cabs.



**MORRIS**

*Fitted with TELEHOIST tipping gear and steel body*



**COMMER**

*Fitted with TELEHOIST tipping gear and steel body*

Tel : Cheltenham 53254, and at Upper Brook Street, Manchester, Tel : Ardwick 6251.

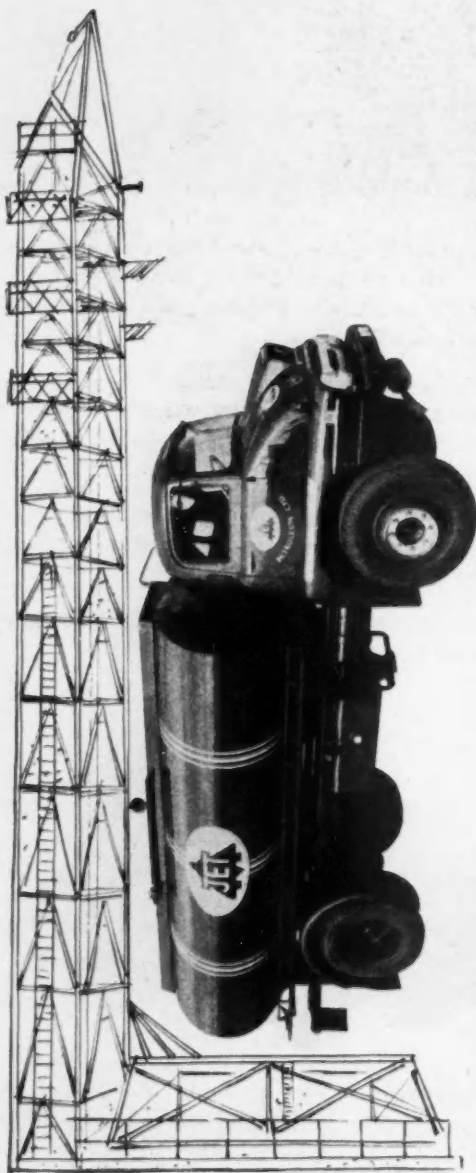
*An associate Company of Wilmot Breeden Limited.*

# ADLARDS

AND **FORD**

## LEAD IN SPACE

### 2000 GALLONS ON A THAMES TRADER 75 CHASSIS



Up until now 1500 gallons was the maximum capacity tanker ever put on a Thames Trader 75 chassis. Jet Petroleum wanted more—so they came to Adlards, who gave them a 2000 gallon tanker on the standard 6 cylinder diesel "75". This is one of the first six vehicles to be delivered.

If you have a bodybuilding problem to which everyone else says "can't be done", have a word with Adlards. Jet are glad that they did.

## ADLARDS

MOTORS LIMITED

MAIN **FORD** DEALERS

43/45 ACRE LANE • BRIXTON • S.W.2 • Tel: Brixton 6431

Also at Clapham High St., Clapham Common and Putney

**DAY AND NIGHT SERVICE**

Tank by Darham Industries (London) Ltd.

# Carrimore



## ONE OF THE FLEET

Charges to pay  
s. d.  
RECEIVED

POST OFFICE  
15 MAY 1961  
44

Prefix Time handed in. Unuse on wrong and Service Instructions. Words

At 3/4/61 m

From

By J223 GN YM94 MOSCOW 27/24 Q13 1521 NORTHERN  
SIXWHEELA FINCH LONDON

No. OFFICE STAMP

SIXWHEELA FINCH LTD. 15/59

SEDDON/CARRIMORE ARTICULATORS HAVE PROVED THE  
IDEAL VEHICLE ON OUR TRANSCONTINENTAL CONVOY TO  
MOSCOW THANK YOU ALL FOR YOUR SUPPORT A= BEESTON +

For free repetition of doubtful words telephone "TELEGRAMS ENQUIRY" or call, with this form B or C  
at office of delivery. Other enquiries should be accompanied by this form, and, if possible, the envelope.

### Carrimore

**CARRIMORE SIX WHEELERS LTD**  
LONDON, N.12.  
TELEGRAMS: SIX-WHEELA, LONDON, N.12  
TELEPHONES: HILLSIDE 3631-2-3-4

### Carrimore

**TALKING  
BOX VANS**

*"...The Bonallack  
Metal Van Body  
is the best you  
can get..."*

**BONALLACK CASE HISTORY NUMBER 59/11621**



"There is no doubt about our opinion that the Bonallack bodies in the Marsh & Baxter fleet are giving us satisfaction and they look good on the road.

We reckon they convey the quality impression that is appropriate for what we make in our factories.

'Without a doubt' says our Transport Manager, 'the Bonallack metal van body is the best you can get for our work and conditions.'"

*Photo . . .  
One of the Bonallack Light Alloy Insulated Vans operated  
by Messrs. Marsh & Baxter Limited.*

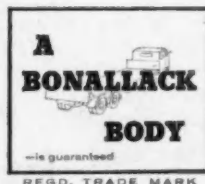
**BONALLACK**

ESTD. 1825

BONALLACK & SONS LTD, NEVENDON WORKS  
BASILDON, ESSEX. TEL 20481 (Ten Lines)

**AUTHORISED FITTING AGENTS FOR TECALEMIT SYNDROMIC AND A.C.L. CHASSIS LUBRICATION SYSTEMS**

412







*Lewin Sweepmaster in Birmingham.*

## **NIGHT and DAY...**



*Lewin Mechanical Orderly in Whitehall.*

## **...ROAD CLEANSING**

**SWEEPMASTER.** This heavy duty sweeper is designed for large sweeping coverage and features — Three width sweeping with really efficient vertical brush for channel and verge scarifying. Four cubic yard capacity body for long distance cleansing. Hydraulic brush suspension with automatic maintenance of sweeping pressure over varying road cambers and depressions. Wide rotary-paddle type elevator. Reliable Perkins diesel-powered Seddon chassis.

**MECHANICAL ORDERLY.** The Lewin Mechanical Orderly has been specially designed for the job of road sprinkling, sweeping and collection. The small overall width and manoeuvrability of this vehicle makes it especially useful in narrow thoroughfares and confined spaces. Simple controls enable the operator to deal with widely varying conditions and leave a thoroughly cleansed channel and road surface.

## **LEWIN ROAD SWEEPERS LTD.**

VICTORIA WORKS · HILL TOP · WEST BROMWICH · STAFFS · Telephone: WEDNESBURY 0243

ONE OF THE **BROCKHOUSE** COMPANIES



## All-round accessibility for pallet loading

Built to the special requirements of Pease Transport Limited, the DURAMIN-engineered body shown here, on an Albion "Chieftain" chassis, was specially designed and constructed to facilitate pallet loading. It provides accessibility from both sides and the rear end, and this feature makes unloading easy—however the van is placed in a busy street or a warehouse.

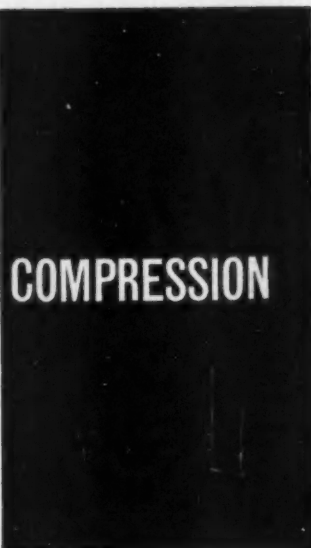
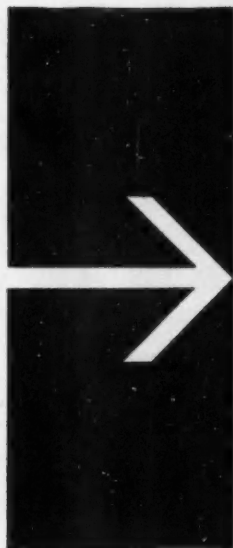
An outstanding feature of the sliding doors is that they are hung on a specially designed and robust

roof rail to prevent jamming when the vehicle is parked on uneven ground. The sliding doors are in four sections and make the whole body-length accessible. Another noteworthy detail is the super-heavy-duty Duraplank floor laid with its outside edges slightly raised which promotes gentle compacting of the loads towards the centre.

When the long, trouble-free life and the usefulness of a commercial body depend on strict attention to details—depend on DURAMIN.

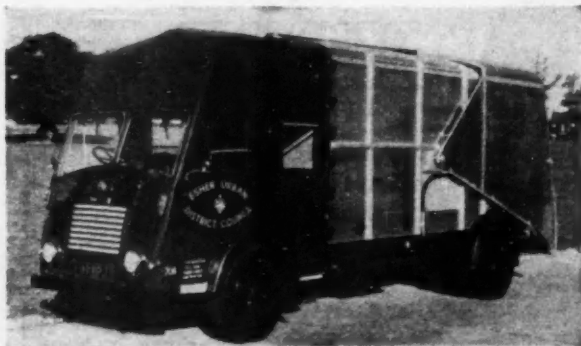
light-alloy bodies by **Duramin**  
Regd.

DURAMIN ENGINEERING CO. LTD., Stonefield Way, Ruislip, Middlesex  
 Tel: Viking 3322 (5 lines). Grams: Duramin, Ruislip,  
 also at Lydney, Gloucestershire. Tel: Lydney 208



COMPRESSION

won't get  
blood from  
a stone



but it does pack a lot more refuse into a Dennis Paxit.  
For a vehicle that is,

reliable  
efficient  
versatile  
hygienic  
economical

consult the British firm who have the longest experience  
in making compression vehicles.



Dennis Brothers Ltd Guildford

# cost-cutting materials handling

Practically every requirement in the collection, transportation and dumping of all types of refuse and waste and a wide range of process materials can be handled by Dempster Dumpster equipment.

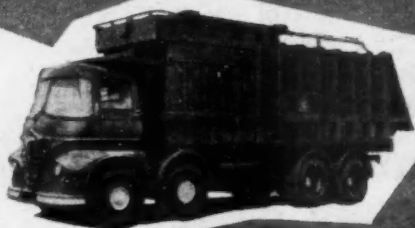
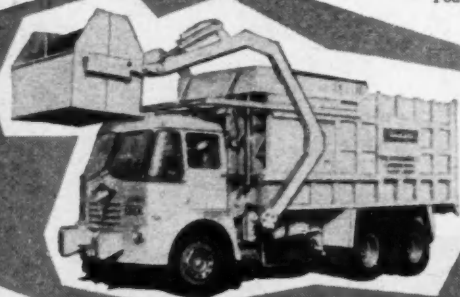
The systems comprise a range of specially designed hydraulically-actuated units mounted on a suitable chassis and a range of purpose-made containers.

The **DEMPSTER-DUMPSTER LFW** picks up, transports, and dumps containers from 2½ to 15 cu. yd capacity and net loads up to 38,000 lb. The self-loading **DEMPSTER-DUMPMASTER** automatically picks up and empties into its own body of 18 or 24 cu. yd capacity, containers of from 1 to 6 cu. yd and up to 3,000 lbs gross weight. Inside the body, a 25-ton hydraulic ram plate compacts the material in ratios of up to 3:1. A larger unit of 30 cu. yd capacity, without lifting arms, is designed as a long-distance compaction bulker.

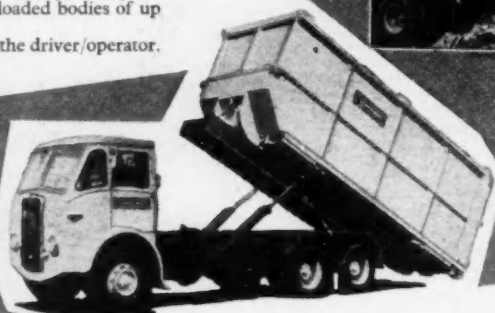
The **DEMPSTER-DINOSAUR** loader transporter picks up, transports and tips or sets down on ground or raised dock, pre-loaded bodies of up to 40 cu. yd capacity.

All the **DEMPSTER** vehicles are controlled solely by the driver/operator.

DB. 24-CA.30 self-loading  
Dumpmaster mounted on  
Foden 6-wheeled  
chassis.



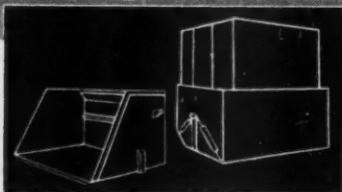
One of three  
DB.30 Dump-  
master compaction  
bulkiers mounted on  
Foden 8-wheeler for  
City of Salford  
Corporation.



Model 22,000 T Dinosaur transfer  
loader mounted on Atkinson 6-wheeler.



Dempster-  
Dumpster LFW  
253-C container  
servicing unit mounted  
on 5-ton Austin chassis.



THE  
**DEMPSTER**  
SYSTEMS

CAN BE MOUNTED ON  
ANY SUITABLE  
STANDARD CHASSIS

**PDE** POWELL DUFFRYN ENGINEERING CO. LTD

CAMBRIAN WORKS, MAINDY, CARDIFF. TELEPHONE: CARDIFF 29611. TELEGRAMS: PEEDENG, CARDIFF





*This vehicle was supplied to  
Massey & Wilcox, Haulage  
Contractors of Bath,  
Somerset.*

**SPARSHATTS FOR**

# Leyland

**NEW VEHICLES**

- ★ GENEROUS PART-EXCHANGE ALLOWANCES ON NEW VEHICLES
- ★ LEYLAND SPARES SERVICE
- ★ MOBILE SPARES AND SHOW VAN Throughout the South and West

*South of England  
Group Vehicle Depot:*  
**SOUTHAMPTON**  
TELEPHONE  
**TOTTON 2258**

**SPARSHATTS**  
THE LEYLAND SPECIALISTS

**For Machinery and Contractors' Plant**



**For Bulk loads Wet or Dry -**



**For general transport and tree transport**



**For rough roads and winding roads**



TASKERS take the troubles out of transport. It's not just knack... it's knowledge! The 'know-how' of long experience, and the familiarity with users' problems. This has led to the development of a very wide range of trailers and semis which do their job better, longer... and thereby cheaper! Take a look at our Publication 1199—Representative Types. Or ask for details of a specific type and tell us your load problem.

**TASKERS OF ANDOVER (1932) LTD.**

ANDOVER, Hants. Tel.: ANDOVER 2312. Telex: ANDOVER 47-539

London Office: 36 Victoria Street, S.W.1.

Tel.: ABBey 2202.

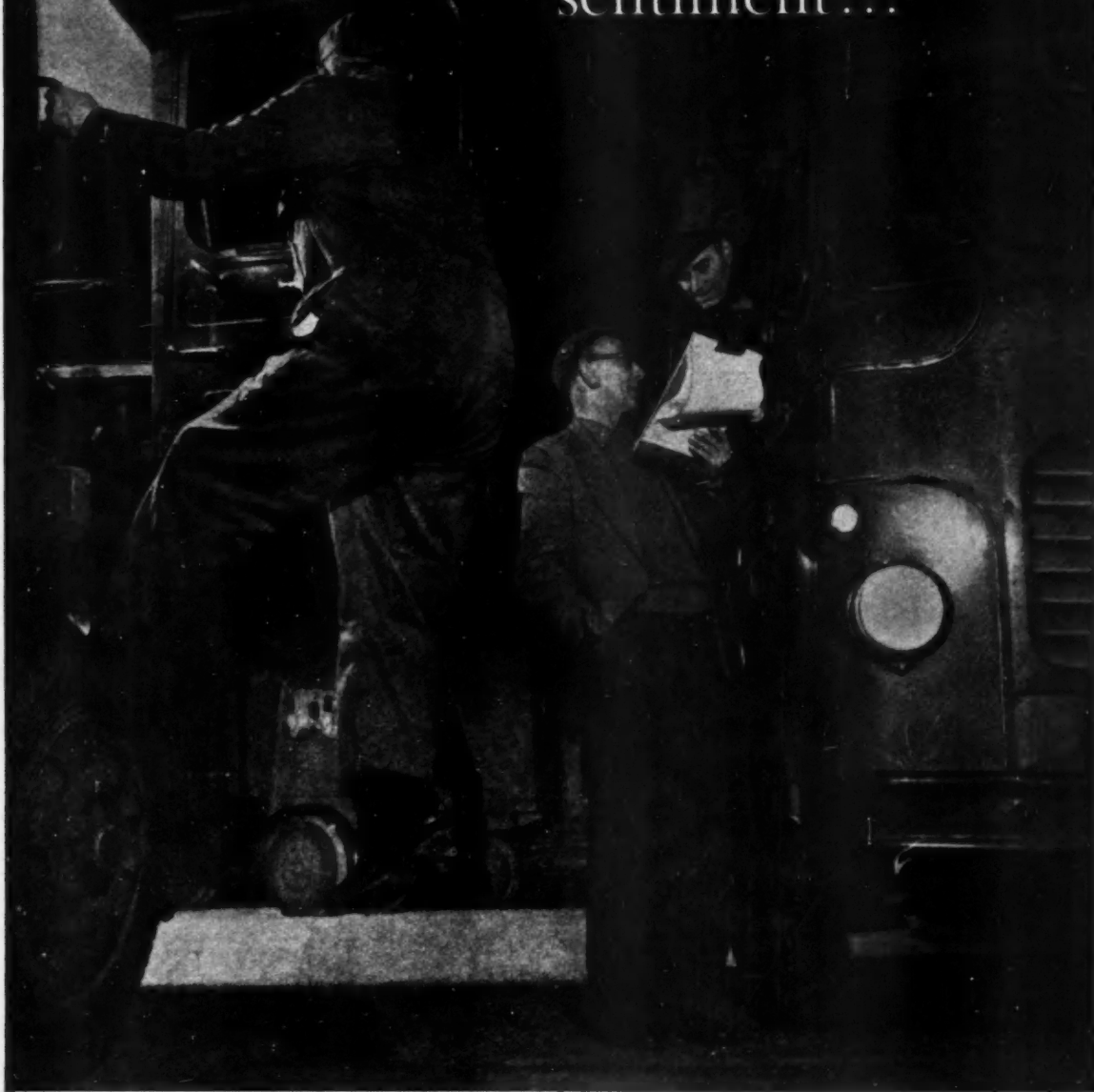
Manchester Office: 26 Corporation Street, Manchester 4.

Tel.: Deansgate 6009.

Telex: Manchester 66-249

**Taskers  
TAKE  
THE  
LEAD**

# Big Fleets aren't run on sentiment...



The bigger the fleet, as a general rule, the closer the costing. Cost per mile or per year of road service governs the choice of every component or accessory. The battery most used by the biggest operators is Exide KHV. There's a moral in this for every commercial vehicle owner. It pays to use KHV.

**Exide**  
KHV HEAVY DUTY BATTERIES

A PRODUCT OF CHLORIDE BATTERIES LIMITED BACKED BY WORLD-WIDE SERVICE • EXIDE WORKS • CLIFTON JUNCTION • SWINTON • MANCHESTER  
Enquiries to: London, Elgar 7991; Bristol 664086; West Bromwich 2361; Leeds 20248; Glasgow, Bridgeton 3734; Manchester, Blackfriars 1150; Belfast 27953  
A19



*Coachwork*



by

M A R S H A L L  
M U L L I N E R

ENQUIRIES TO... MARSHALL - MULLINER BUSES  
AIRPORT WORKS CAMBRIDGE  
TELEPHONE CAMBRIDGE 56291



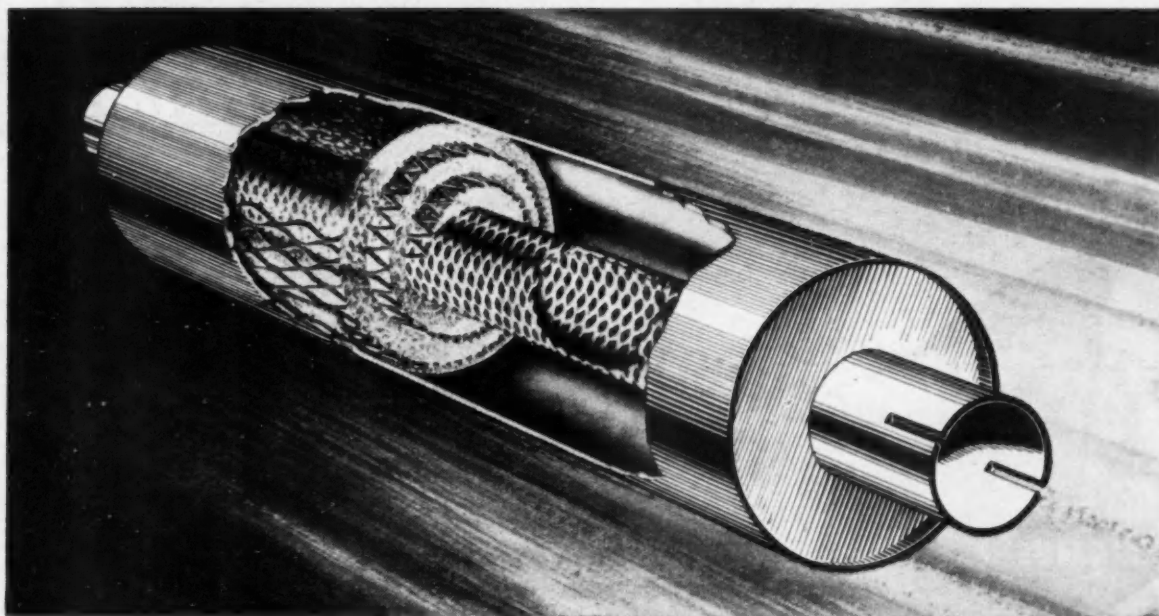
# SERVAIS SILENCERS LTD

## ANNOUNCE

A New Addition to their Range

# SERVARD "Interchrome"

A Silencer with LONGER LIFE



After exhaustive tests under normal road use and racing conditions Servais are pleased to announce a new very long-life and consistent high performance silencer backed by a 2 year guarantee.

The special adaptation for silencer manufacture of a new metal treatment process, already accepted for the protection of jet engine parts against heat

and corrosion by leading British and U.S. aircraft firms, is the basis of this remarkable development in silencer manufacture.

The longer life of the Servard Silencer is made possible by the "INTERCHROME" treatment. This treatment transforms all vulnerable surfaces into a light chromium alloy rendering them extremely resistant to attack by heat and corrosion.

## SERVAIS SILENCERS LIMITED

CRICKLEWOOD • LONDON NW2 • ENGLAND • Telephone: GLAdstone 0023  
and at Northampton

Manufacturer's and Trade terms on request



**YOU CAN TAKE IT FROM US  
THE SERVICE IS BETTER**



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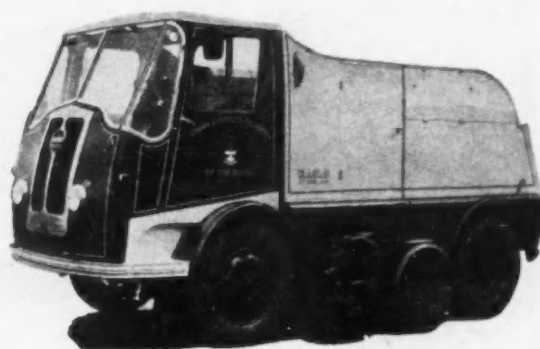
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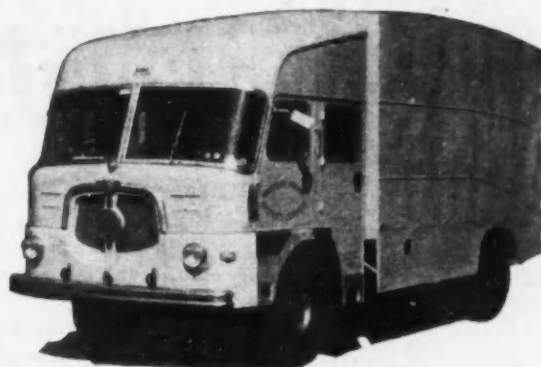
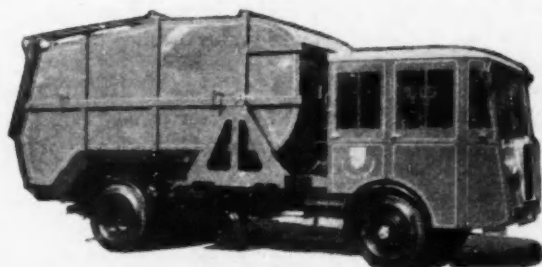
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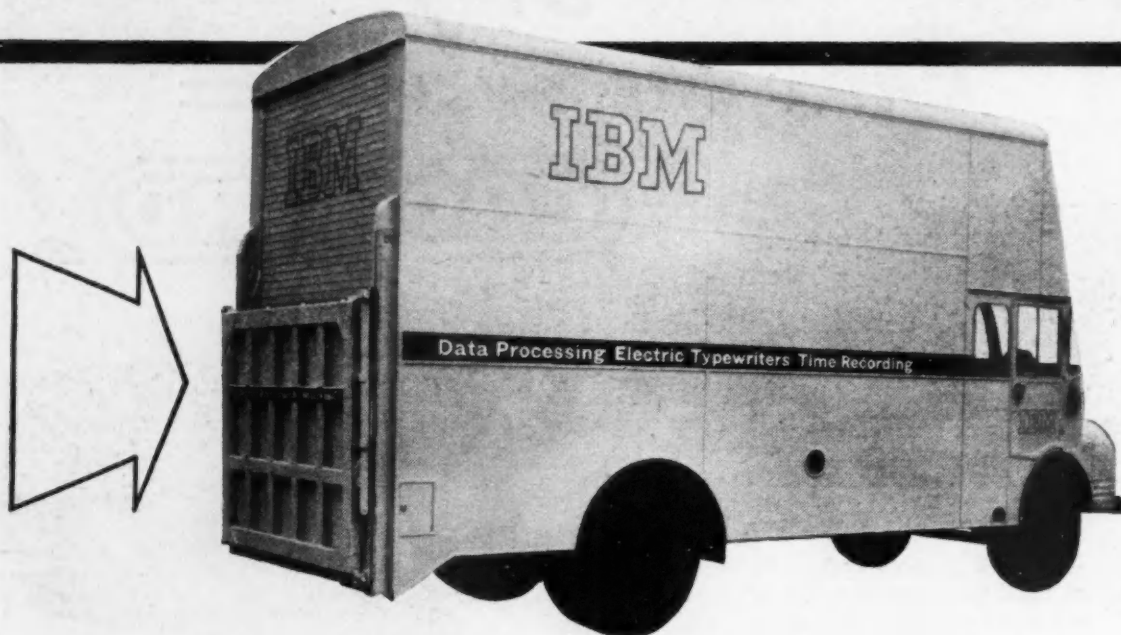
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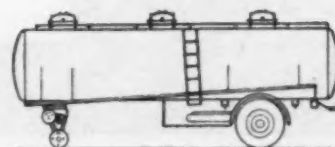
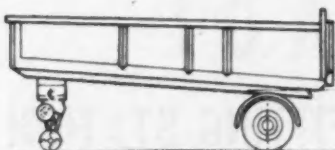
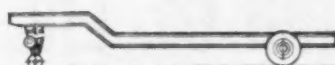
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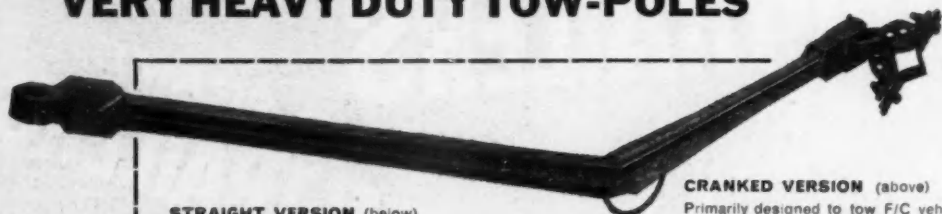
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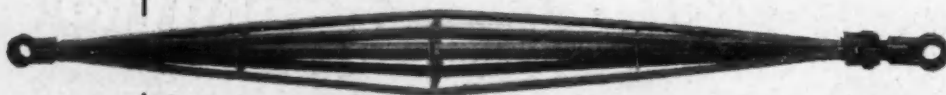


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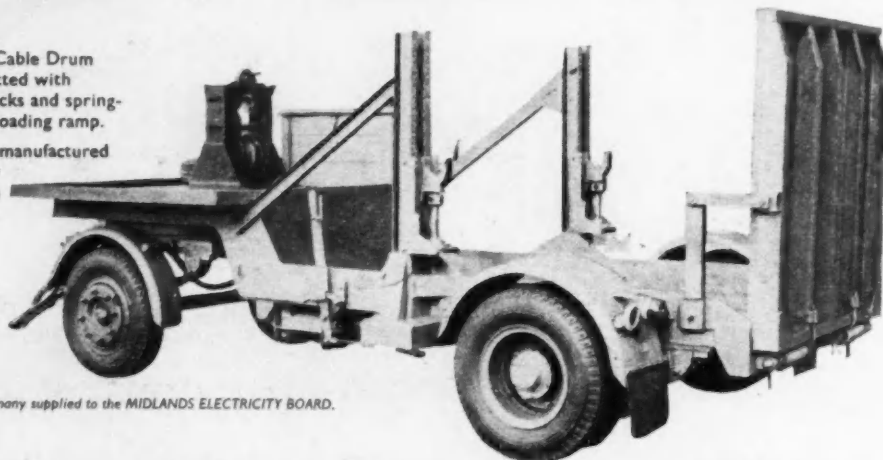
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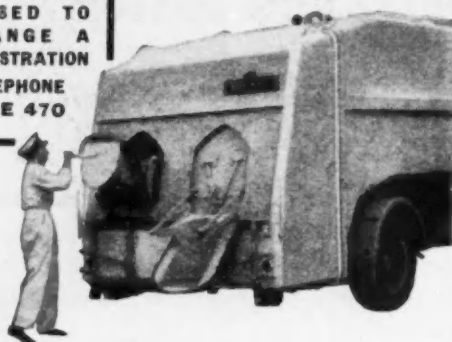
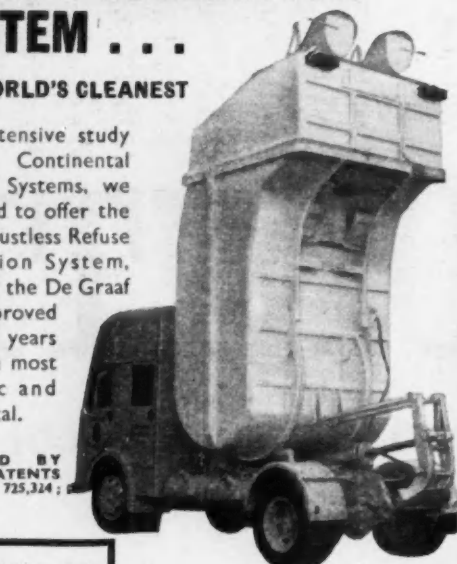
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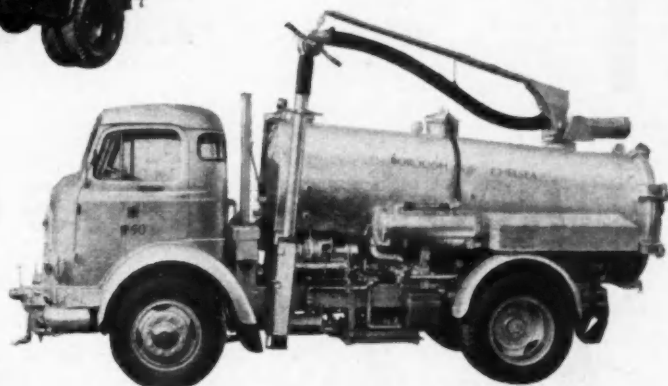
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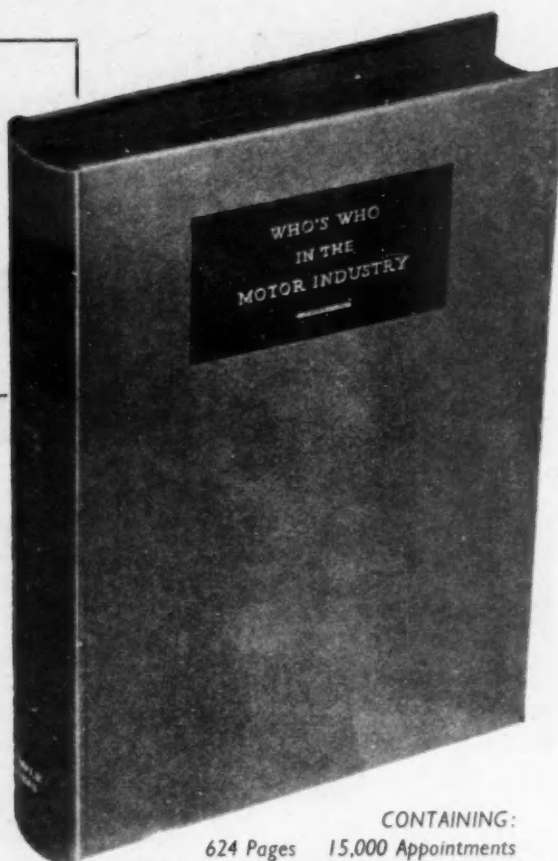
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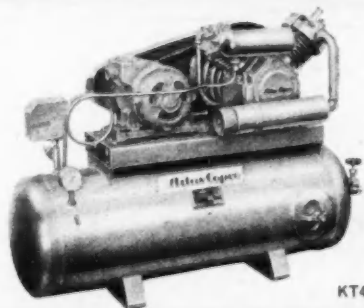
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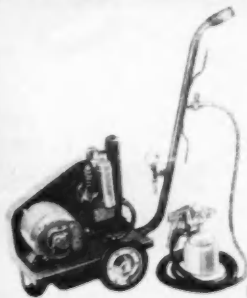
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# NOW THE PERKINS FOUR 99

## GOES INTO MUNICIPAL SERVICE



The 1.6 litre Perkins FOUR 99 has been widely quoted as "the most important new light engine of the decade". It brings the benefits of diesel power to a **completely new range of users**—and is now offered as alternative equipment in the Commer 15 cwt van. Well over 1,000 municipalities already use Perkins engines—and more and more are adding Four 99 powered-vehicles to their fleets. Hampshire C.C. already have in service 20 Commers and report fuel averages of 38 m.p.g.—and now this county's Road Laboratory has adopted the Perkins-powered Commer to pull a "bumpometer" . . . or more exactly, a bump integrator.

Much will be heard of the Perkins Four 99 in municipal service in the days to come.



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AGRICULTURAL AND MARINE APPLICATIONS

PERKINS ENGINES LIMITED · PETERBOROUGH · TELEPHONE: PETERBOROUGH 5341



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## Don't Buy Licences

**W**HEN, recently, a C-licensee was convicted of using an unlicensed vehicle for hire or reward, it was because he had purchased an A licence after being given the impression that the A licence could be transferred to him. The magistrate, quite rightly, decided the C-licensee was a fool rather than a knave and treated him with leniency.

Now read "B-licensee" or even "A-licensee" for that unfortunate operator, substitute practically any date for the one on which he was convicted, and you have yet one more entry in the long, long list of hauliers who just do not know that a carrier's licence, whether A, B or C, cannot be transferred or assigned. How many well-intentioned operators fall foul of glib people who, with a licence disc to sell, tell them otherwise? How many more honest operators want to break the law by offering their licences for sale?

Every week *The Commercial Motor* is offered—and refuses—advertisements offering licences for sale. All that can be offered is the business and vehicles. The buyer must apply to the appropriate Licensing Authority for a licence upon take-over of the business. If he pays money for a licence disc, he has thrown that money away—the disc is just a scrap of paper to anyone but the person to whom it was issued. A vendor is, of course, entitled to place a value to his licences on the assumption that the buyer is able to have them transferred.

There is no possibility of misinterpretation of the relevant legislation. Section 179(2) of the 1960 Road Traffic Act states unequivocally: "A carrier's licence shall not be capable of being transferred or assigned." Such exceptions as are permitted are only in equity. The sub-section continues: "But provision may be made by regulations for enabling a person carrying on the business of the holder of a carrier's licence to continue for the time being to use the authorized vehicles in the event of the death, incapacity, bankruptcy or liquidation of the holder, or of the appointment of a receiver or manager in relation to the business."

## Memory-joggers

**A**LTHOUGH the functions it performs, and the type of vehicles it operates, are rarely to be found in other forms of transport, municipal fleet operation revolves round certain basic costing principles that are equally applicable to the operation of haulage and C-licensed vehicles as to municipal vehicles. It is to these points of common ground between the two types of transport that readers are directed by the author of an article on pages 635-637 of this issue.

Some of the points raised, although seemingly obvious, are exactly the sort which are overlooked even by the largest fleet users—let alone the smaller hauliers and traders who form the numerical majority of the industry. Most operators, for instance, readily appreciate that savings in man-hours represent considerable cost economies, but can see no way of reducing their wage bill. Often this is because they do not look closely enough at their operations.

Take a simple example, where a little critical appraisal of how the day's work is done results in 15 minutes being saved on a man's normal working day. This small amount of time, based on an 8-hour day, represents 78 hours a year. Still, in itself, small? Suppose the operator concerned employs 10 men. The saving is now 780 hours a year—the equivalent of over 15 50-hour weeks for one employee.

Every operator—even public service vehicle users—will find food for thought in these reflections by a municipal fleet operator. The reminder about man-hours is just one of many memory-joggers, all of which can save you money.

## IN THIS ISSUE

### Special Municipal Features

Preview of the demonstration park at next week's public cleansing conference (pages 614-617); Wood Green's horses (mechanical and live) (pages 618 and 619); Stroud U.D.C.'s collection system (pages 620-622); New vehicles for big blocks of flats (pages 623-625); Hampshire Fire Service (pages 631-634); Economics of fleet operation (pages 635-637).

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pages 642 and 643

### NEXT WEEK

- Road Test and Description of a New Light Van

## Men Who Make Transport

## Peter

**C**ONTRARY to widely held belief, Scotland does not export all her highly qualified scientists, technologists and engineers. There are still a good many left north of the border. Just what chance a sassenach would stand were he to appear before a selection board up there for a post of high importance I would not care to guess, but it must be pretty slim. For native-grown and trained talent is there a-plenty.

Peter Duncan Fairlie is, of course, a Scot. Precisely, he was born in Falkirk, trained there and from that town was launched upon the world. If temptation to shake the dust of North Britain from his feet has ever beset him, he has managed to put up a firm resistance. I suspect that if he were, in biblical phrase, shown all the nations of the earth, Scotland would still be his choice.

And Scotland has rewarded his loyalty with characteristic canniness. In promoting him to the top of his profession Glasgow has done herself a rich service, for he is a man who knows every part of his job, likes it and does it well.

His original professional qualifications were two-fold. He became, at the outset, a sanitary inspector and food inspector. It was in 1938 that he came to Glasgow as a chief inspector, but soon after war broke out and the urgent need for all kinds of salvage was seen he was appointed the city's chief salvage officer. That was in 1940. Two years later he was made deputy director of cleansing and in due course—in 1951—he acceded to his present post, director of cleansing for the city of Glasgow.

To most of us, members of the general public, what goes on in city and town councils' administrative offices is as much of a mystery, if not more so, as the activities of civil servants in Government departments. What are they like, these men (and women) who touch our affairs at so many points? Well, they are much the same as the rest of us; and

## Bird's Eye View

### Dilemma, Haulier's, One For The Use Of

**W**E had to make a fight of it, of course, and there is little doubt but that the Licensing Authority is not impressed these days by complaints of 24-hour delays." This comment was made to me this week by a haulier who had succeeded in gaining two articles.

Then my haulier friend went on: "The L.A. was a bit surprised when some of our customers told him that they were entitled to a 24-hour delivery. If their customers in London did not get it, they would promptly buy elsewhere. And that was something our customers were adamant about—they did not intend to lose business!"

#### Cleft Stick

**T**HESE comments seemed to me to sum up perfectly the cleft stick in which hauliers sometimes find themselves. Fortunately, on this occasion, the extra vehicles were granted, but what happens if they are refused? The haulier presumably stands a chance of losing some business!

My haulier friend also had this to say: "There is little doubt that evidence of hiring is today regarded as evidence that other facilities are available."

#### Verse-atile President

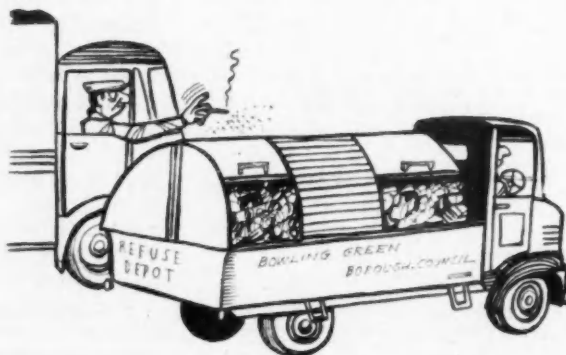
**I**'VE got a "thing" about verse. If it appeals to me, as so much of it does, I cannot rest until I know who wrote it. So for the past two weeks I have been engaged on quite a manhunt... for the author of the delightful verse quoted so aptly by Mr. K. W. C. Grand, president of the Institute of

B10

Transport, at the recent annual lunch of the Road Haulage Association.

I have to thank Mr. Grand for solving the mystery for me, although I believe he had to do quite a bit of digging himself before he was able to inform me that the author was a Mr. Theodore Thornton Munger, a minister of the Congregational Church of America, who was born in New York in 1830, and who died in 1910.

The verse, for those of you who have tastes similar to my own, is:



# Duncan Fairlie



*A believer in planning—Mr. P. D. Fairlie.*

the men who get to the top reveal similar qualities to those of people who achieve senior positions in industry and commerce.

In one respect the bias of their work is rather dissimilar to that of civil servants, or so it seems to me. They are, perhaps, in closer day-to-day touch with the public.

## By The Hawk

*All the past is shut up within us and is a sort of perpetual present.*

*All the future is before us, and though duty is a present thing, it is constructed out of the past and runs endlessly into the future.*

*We thus have the past with its memories, the present with its duties, and the future with its anticipations—one for wisdom, one for action and one for hope.*

### My Goodness, My Eagle

A COMFORTABLE order which the Eagle Engineering Co., Ltd., secured a short while ago was for 20 of their Compressmore refuse collection bodies on 5-ton Thames Trader chassis to be delivered to Manila, Philippine Islands.

The arrival of these vehicles, S. C. Harrison (Eagle export sales manager) tells me, caused considerable comment in the local papers, one at least of which had been lambasting the local municipal fleet alleging—I presume not correctly—that only a quarter of the city's refuse vehicles were ever in service at one time.

### Removers Get Moving

FIVE papers, Scottish country dancing, pipe music to the early hours, and a double magnum of whisky (with £66 and one lone dollar in the kitty of the Removers' Benevolent Fund) were some of the fare at the highly successful conferences of The National Association of Furniture Warehousemen and Removers and The British Association of Overseas Furniture Removers, held in Turnberry last week.

The dollar, I am assured, is firm evidence of the international links the Association has.

Peter Fairlie is among the most senior of these our "local" public servants. Glasgow, it must be said, is a big city and its director of cleansing holds down the biggest job of its kind in the United Kingdom. To him falls the duty of administering a department responsible for cleansing 966.8 miles of streets, disposing of refuse, salvage, snow removal, gritting streets in winter, employing nearly 3,000 people, operating well over 300 vehicles of various types, and spending some £1½m. yearly.

As to those vehicles many are highly specialized, of course, types little familiar outside the realm of the cleansing department. Peter Fairlie spoke to me of such matters as Albion diesel pendulums. His department owns 16 of these. There are 71 Dennis diesel Paxits, 10 Karrier diesel sweeper-collectors, nine Bedford sweeping machines. I am not going right through the list of 330 vehicles, but these are samples to indicate the somewhat different world in which gentlemen of city cleansing departments spend their days.

Glasgow statistics are impressive. Peter Fairlie's department in 1959-60, for instance, collected no less than 400,733 tons of domestic and trade refuse. Not all is waste. Fairlie is particularly proud of the salvage—echoes of his war-time activities—turned to profitable use. Some 26,000 tons brought in, after the alchemist's touch, no less than £188,724 10s. 1d. in the year 1959-60. (Note that penny: these local government boys are nothing if not exact.)

A forward-looking organization is Fairlie's. He is a believer in planning. He wants to see more Fairlies coming along, more supervisors rising from the ruck. So he makes every effort to interest his staff in the department's work. "We have had training courses in operation since 1952," he told me. "In their own time our employees study in the evenings and I am proud to think that since those days 398 people have enrolled of whom 28 have since been promoted to supervisory posts.

### No Office-bound Official

I met him in his impressive office in the centre of Glasgow. But it would be to misconceive the scope of so senior an administrator's work were one to describe him as an office-bound official. The top people of a city's government must see further than their own speciality. There are committees to attend, reports to make (citizens like to keep a close eye on how their money is spent) and many outside functions to attend.

That is why, Fairlie told me, he simply has to take work home with him and why his leisure is sometimes truncated. Even so, he makes time for such "outside" activities as that of secretary and chairman of the Scottish centre of the Institute of Public Cleansing and is a member of the examination board. He is one of the few men in their middle age, outside the charmed circle of professional sporting drivers, who have admitted to me that they love motoring in these days of congested roads and legal restrictions. He likes golf—what true Scot does not?—and is happy in his garden.

I was not able to take even the briefest look at the widespread and highly technical activities of the Glasgow cleansing services, nor, I fear, would I have understood many of them. But that goes as much for the ordinary Glaswegian as the visitor. The housewife in her kitchen, the motorist on a slippery winter road, the factory whose processes inevitably involve refuse—all these, and more, in their own ways, are served by the public cleansing service. But it is, perhaps, unnecessary for laymen to study the way everything is done. It suffices to know that at the head of affairs are unflappable, knowledgeable and dedicated men like Peter Duncan Fairlie—the kind of men who never let the public down.

H.C.  
B11

## Dent's Fined £35 for Operating Unlicensed Vehicle

THE question of whether or not a vehicle, illegally used, is covered by insurance, was successfully argued by Mr. T. H. Campbell Wardlaw on behalf of Dent's Transport (Spennymoor), Ltd., of Tudhoe Colliery, Co. Durham, when they appeared before the Darlington magistrates on Tuesday to answer three charges, brought by the Northern Area Licensing Authority, of operating an unlicensed vehicle. Three additional charges of using an uninsured vehicle were also preferred.

Before he entered pleas, Mr. Wardlaw submitted that the matters in the charges were *res judicata* (the issues had already been decided) and the court was not competent to entertain the offences.

They had been dealt with and taken into account by the Licensing Authority, Mr. J. A. T. Hanlon, during the revocation inquiry held earlier in the year, when the company's 15-vehicle A licence was revoked. The matter was then taken before the Transport Tribunal on appeal, and the licence was restored to them.

### Breach of Justice

It would be a breach of British justice if persons were called upon to answer the same charges twice.

After a submission by Mr. B. G. Montgomery, prosecuting, who said that Mr. Hanlon had stated in his decision that he was not concerned with punishment, the magistrates ruled that they had jurisdiction to hear the case.

Unchallenged evidence was given by an official of the Northern Traffic Area and of Skerne Works, Ltd., of Darlington, that vehicle 755 BUP had been used on three occasions in 1960 to deliver goods when it was not specified in a licence.

Mr. Wardlaw finally submitted that in view of the evidence it was inevitable that the magistrates must find against his clients in respect of the charges of operating an unlicensed vehicle.

### "Wide Proposition"

However, evidence had been given that a current insurance policy was in being, which covered, amongst other things, "the use of the vehicle in connection with the holder's own business." The prosecution said that a policy could not cover the performance of an unlawful act. This was a "wide proposition" to put forward. It meant that anyone exceeding the speed limit was not covered by insurance.

The "Law Journal" had recently indicated that whilst there was no authority on this point, an insurance policy could not be invalidated by an illegal act unless it contained an expressed stipulation to that effect.

The magistrates found Dent's guilty of operating a vehicle without a carrier's licence and fined them £35 with costs, but dismissed the charges of using an uninsured vehicle.

B12

## Towards the High-speed Diesel?

### E.R.F. Build Petrol-engined Eight-wheeler

ALTHOUGH a new maximum-capacity eight-wheeled tanker chassis announced earlier this week by E.R.F., Ltd., Sandbach, is powered by a petrol engine, it may well represent a step towards the use of high-speed diesel engines operating at a comparable r.p.m. Known as the model 88.R, the chassis is powered by a Rolls-Royce B-81 eight-cylindere petrol engine of 6.5-litres capacity. It develops 195 b.h.p. at 3,750 r.p.m., with a maximum torque of 333 lb.-ft. at 2,200 r.p.m.

The production of automotive oil engines running in this speed range with a comparable or higher output and a similar power-to-weight ratio is envisaged by a number of leading engine makers following the success of experimental opposed-piston multi-fuel engines. The type of engine mounting and transmission of the 88.R chassis would be suitable for the application of a high-speed diesel without further modification of the chassis layout.

By employing a petrol engine E.R.F. have provided an increase in payload of over 1 ton compared with the use of an oil engine of lower power and comparable torque characteristics. The wheelbase of the vehicle is 16 ft. 9 in., and the chassis with cab has an unladen weight of 5 tons 15 cwt. Fully laden the weight on the front bogie is slightly over 8 tons.

The David Brown S.550 five-speed synchromesh gearbox has forward ratios of 7.81, 4.86, 2.76, 1.596 and 1 to 1 and a reverse ratio of 8.03 to 1. An Eaton two-speed axle affords ratios of 6.5 to 1 and 8.87 to 1, the rear bogie being a Hendrickson single-drive unit with rubber suspension. Leaf springs are used at the front bogie, and Michelin "X" 9.00-20 tyres are fitted all round.

A split-circuit air-hydraulic braking system is employed. Girling disc brakes of 16½-in. diameter are used at the front, whilst the rear drum brakes are 15½-in. diameter and have a width of 7 in., the operating mechanism being of the wedge type. A multi-pull hand brake acts on the rear wheels only.

Other details include Marles cam and double roller steering gear, with hydraulic power assistance, the turning circle being 65 ft. The fuel tank has a capacity of 65 gal. The electrical system is 12 volt.

The main frame members are ½-in.-thick pressed-steel channels, with a depth of 12 in. and a flange-width of 3½ in. Clayton Dewandre automatic chassis lubrication is provided.

After the 4,000-gal. tank has been fitted by W. P. Butterfield (Engineers), Ltd., the vehicle will be operated by Smith and Robinson (Leeds), Ltd., Leeds, for Thomas Hedley and Co., Ltd., Newcastle upon Tyne, and will be mainly employed on long-distance runs over motorway routes.

Fuel consumption, acceleration and braking tests of the chassis loaded to its full capacity have been conducted by the vehicle makers. Details of these tests will be published in the June 9 issue of *The Commercial Motor*.

### IDEAS SOUGHT FOR IMPROVING LORRY DRIVER TESTS

CONCERNED for future interest in the Lorry Driver of the Year competition, the executive committee is to meet next month to consider new tests for next year's eliminating centres and, possibly, for this year's finals.

The committee wants to introduce more competition into the tests and to lay out new manoeuvres. Any suggestions which readers of "The Commercial Motor" wish to make may be sent to the Editor, who will bring them to the committee's notice at the next meeting.

At a meeting on Tuesday in Coventry, the chairman, Cllr. R. W. Brain, called for suggestions about possible new tests, to be brought up at next month's meeting.

It was also decided to award to the national champion each year a transistor portable radio, in memory of the late Mr. George MacAulay, who, for many years, had been national steward.

### Regulation 14 "Unwieldy"

TEMPORARY substitution facilities were described as unwieldy and of no use in an emergency, by Mr. J. Pearson, managing director of Pearson (Hauliers), Ltd., at Liverpool on Tuesday. He was applying for one B vehicle to be used solely for maintenance purposes.

Mr. Pearson said it was always a matter of days before a licence was granted under Regulation 14. If a vehicle broke down some distance away from base, it was often quicker for mechanics to travel about 200 miles to reach it than to have it repaired at a local garage.

The North Western Deputy Licensing Authority, Mr. A. H. Jolliffe, adjourned the application, as he wished to know the views of the Transport Tribunal regarding a similar case before he gave a decision.

### NIGERIA'S FIRST SHOW

THE First Nigerian International Motor Exhibition is to be held at Lagos from October 1-10. Cars, commercial vehicles, accessories, cycles, motorcycles and scooters, motor boats, cruisers and river boats will be shown.



## Work-anywhere Tipper Licence Bid Substantially Succeeds

THE grant of a B licence to enable a large tipper operator to undertake contracts on any major civil engineering work would not have a corrosive effect on the whole licensing system and be disastrous to the industry.

This was said this week by the East Midlands Licensing Authority, Mr. C. R. Hodgson, in his reserved decision on an application (*The Commercial Motor*, April 14) by Conway Sand and Gravel, Ltd., Rushden, Northants, in respect of 52 vehicles totalling 206 tons 6 cwt.

Conditions sought were to carry surplus excavation materials, ballast and hardcore, all other filling materials, sand and gravel, road-making and other civil engineering project materials, and all types of general building materials within 250 miles of Rushden Post Office. Forty-seven of the vehicles were stated to be already in the company's possession, the remaining five being licensed to Rushden Plant and Transport, Ltd.

### Radius Sufficient

In his decision Mr. Hodgson has granted a licence for 30 vehicles of an unladen weight not exceeding 4 tons each, with these conditions: "Excavated road-making and building materials suitable for haulage only by tipping vehicles to and from sites of motorways, new or diverted main roads, power stations and building sites within a radius of 150 miles of Rushden."

The grant, he stated, was subject to the surrender of a B licence for 12 vehicles in the West Midlands area and one for nine vehicles in the North Western area. Mr. Hodgson would not alter the five-vehicle licence of Rushden Plant and Transport, Ltd.

"I think this radius is sufficient for an operator in the Midlands whose vehicles will return to base for servicing," said Mr. Hodgson. "Haulage contractors who wish to operate in similar manner in the far north of England and Scotland should apply for licences based there."

At the three-day hearing, there were 105 road objectors, plus the British Transport Commission. Mr. A. C. G. Rothera (for the 105 objectors) suggested that they represented "not a tenth of the number who would have objected had they been aware of the wide terms of the application." It was Mr. A. W. Balne (for the B.T.C.) who, at the public hearing, had said any grant would be corrosive to the whole licensing system. It would prevent other Licensing Authorities from exercising jurisdiction over particular projects in their own area.

Continuing his decision, Mr. Hodgson said: "Mr. Fay (Mr. E. S. Fay, Q.C., for the applicants) conceded at once that the objectors ought to be protected against unjust competition, and he was perfectly willing to agree to a set of conditions which would achieve this object."

The L.A. went on to say he deemed it his duty not to hamper the large

engineering and building contractors. He appreciated the advantages of dealing with substantial haulage contractors such as Conways. At the same time he had to give reasonable protection to "local" hauliers.

He was satisfied, said Mr. Hodgson, that there was, generally, some shortage of 4-ton short-wheelbase tippers carrying 7 tons. The vast majority of local hauliers only wished to work locally; many would sub-contract to Conways and he did not think they would be appreciably adversely affected.

The L.A. added: "I do consider, however, that the large public works contractors should explore the possibilities of making more use of such organizations as Nottingham and District Hauliers, North Western Tippers, and Potteries Independent Road Transport."

### Protecting Objectors

Apart from the 21 B-licensed vehicles, Conways' vehicles were on short-term B and C licences. In making his grant, Mr. Hodgson said he wanted to obviate the device (about which evidence was given at the public sitting) of buying and selling sand for carriage by C-licensed vehicles.

Finally, Mr. Hodgson said he was relying on the undertaking given by Mr. Conway that he would use his vehicles in connection with large building estates only. "This should protect the objectors who, at the expiration of the two years for which a B licence lasts, could object to the renewal. Furthermore, by the wording of the conditions, an additional protection is given to the objectors who feared the carrying of building materials on flat vehicles."

## Cranes-Fruehauf Link Confirmed

A NEW company has been jointly initiated and capitalized by Cranes (Dereham), Ltd., Dereham, Norfolk, and Fruehauf International, Ltd., a subsidiary of the Fruehauf Trailer Co., Detroit, U.S.A. The new concern will be known as Crane Fruehauf Trailers, Ltd., with works at Cromer Road, North Walsham, Norfolk, and details of the negotiations leading to this link-up were given in *The Commercial Motor* on March 10, 1961.

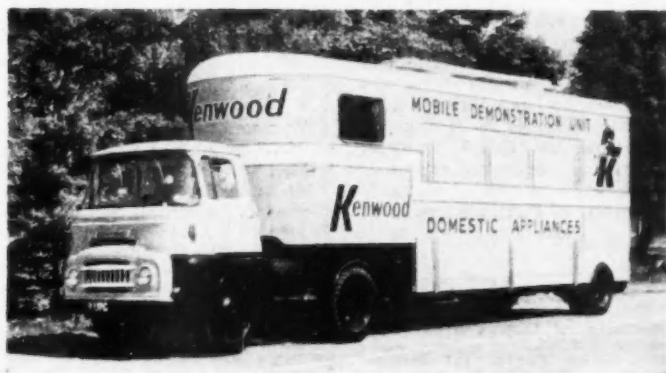
The sales office of Crane Fruehauf Trailers, Ltd., is at South Green Works, Dereham, and production of light types of semi-trailer—to be called Crane Fruehauf models—will take place at the North Walsham factory, which is expected to be in operation early next year. London sales will be conducted from the existing Cranes office at 28 Sicilian House, Sicilian Avenue, W.C.1. Production of Crane medium- and heavy-duty trailers will continue at Dereham.

Mr. G. A. W. Crane, executive director of Cranes (Dereham), Ltd., has been appointed chairman and managing director of Crane Fruehauf Trailers, Ltd.

## Another T.D.G. Acquisition

A FURTHER expansion in the activities of the Transport Development Group, Ltd., was announced this week. They have acquired all the issued share capital of Molo Transport, Ltd., Parfitt Road, London, S.E.16. The entire issued share capital of the two associated companies T. Tompson, Ltd., and Coburn Wharfing and Transport Co., Ltd., has also been acquired.

These companies are engaged in refrigeration road transport, operating about 40 vehicles from London, Bath and Manchester. The present executive directors, Mr. E. Morgan and Mr. W. C. Loynes, are continuing to administer the businesses on a full-time basis.



Agricultural shows throughout the U.K. will be visited by a mobile showroom which has been recently completed for Kenwood Manufacturing (Woking), Ltd. The unit is built on a Tasker semi-trailer and contains a demonstration unit and a kitchen. Complete air conditioning equipment is installed in the 24-ft. trailer. Design and building of the unit have been carried out by Coombs Commercial (Guildford), Ltd., Taskers of Andover (1932), Ltd., and Reading and Co., Ltd., of Portsmouth. An Austin 5-ton tractor unit with a 5.1 litre diesel engine and two-speed rear axle will be used with the semi-trailer.

## Men in the News

**Mr. Leonard R. Parker**, who joined the fire engineering firm of Merryweather and Sons, Ltd., of Greenwich, in 1925 as an apprentice, has been appointed a director of the company. Mr. Parker became works manager in 1956 and in 1959 was appointed the company's chief engineer.

Hannibal Movements, Ltd., announce the appointment of **Mr. J. Hamilton-Gibson** as special representative, indivisible loads, general traffics, storage and distribution departments; **Mr. A. Rimmer**, as manager, Barrow on Soar, Leics depot; and **Mr. D. Foster**, as manager, London depot.



*Mr. L. J. R. Holt, Leyland's new municipal equipment sales manager.*

**Mr. S. E. Raymond**, at present assistant general manager (traffic) in the Scottish Region of British Railways, has been appointed traffic adviser at the Headquarters of the British Transport Commission. Mr. Raymond joined the London Passenger Transport Board in 1946, and after holding important appointments in staff management and administration with London Transport and British Road Services, was appointed in 1955 to the headquarters of the British Transport Commission as assistant manpower adviser. He was a member of the board of management of Pickfords from 1951 to 1955.

**Mr. R. Porrer** has been appointed a director and **Mr. E. F. Cripps** has been appointed commercial manager of Rootes Acceptances, Ltd., a member of the Astley Industrial Trust Group.

**Mr. Charles A. Moore** has been appointed to the board of U.S. Industries, Inc. (Britain), Ltd. He is already a director of Burtonwood Engineering at Warrington, Lancashire, a subsidiary of U.S.I.

**Mr. Ronald Herring**, south eastern area manager for Guy Motors, Ltd., of Wolverhampton, is resigning after 15 years' service to go into the catering business. He is opening a restaurant at Clacton-on-Sea.

**Mr. R. N. Heaton** has been appointed a deputy secretary at the Ministry of Transport with responsibility for roads and traffic. Mr. Heaton will succeed **Mr. J. E. Hampson**, who is vacating his present post at his own request in order to become the Principal Establishment and Organization Officer.

Mr. Heaton, who is a deputy secretary at the Ministry of Education, has been released by the Minister of Education, the Rt. Hon. Sir David Eccles, M.P., from his present post in order to take up this appointment. The appointment will take effect from June 1, 1961.

The present Principal Establishment and Organization Officer in the Ministry of Transport, **Mr. C. P. Scott-Malden**, will assume responsibility for current questions connected with the British Transport Commission.

Mr. Ralph Neville Heaton, who is 49, has been a deputy secretary at the Ministry of Education since 1954. He entered the Board of Education in 1934 and was under-secretary from 1946 to 1953. He has had wide experience of local authority matters and capital investment programmes.

### Obituary

We record with deep regret the deaths of **Mr. Noah Robinson** and **Major William Lyne Smith**.

Mr. Robinson was a joint managing director of Willenhall Motor Radiator Co., Ltd. He was associated with the



*Mr. Leonard R. Parker has joined the Merryweather board.*

company for 39 years and was appointed to the board in June, 1950.

Major Lyne Smith, deputy chairman and joint managing director of Martin Walter, Ltd., Folkestone, was 66. He had just returned from South Africa where he had been on a market research and export drive for Dormobile and Utelecon productions. He joined Martin Walter's in 1922.

### I.O.T.A. OFFICERS

THE Institute of Traffic Administration have elected the following officers for the year 1961-62: President, Lord Merrivale, of Walkhampton; vice-presidents, **R. P. Bowyer**, **A. Lawes Cole**, **L. C. Harrison**, **C. J. Parker**, **B. R. Miller**, **F. N. White**, **Tom Jackson**, **J. Foley Egginton**, **T. J. D. Morris**, **Alex MacNair**, **A. T. Hills**; past chairman of Council, **W. Lindley**; chairman of National Council, **K. J. P. Bowyer**; vice-chairmen of Council, **W. Dale**, **J. L. Austin**; hon. treasurer, **L. C. Harrison**; editor of Institute's Journal, **C. J. Parker**.

### BUS PAY AGREEMENT

THE National Council for the Omnibus Industry decided in London this week to accept the recommendation of the Board of Arbitration which has been considering the union's claim for higher pay and better conditions.

It means that the 100,000 Provincial busmen in private and B.T.C.-controlled undertakings will be paid an extra 11s. per week back-dated to May 10. They will also get extra pay for Saturday afternoon work and for early and late duties.

### NEW LUCAS AGENCY

AN agreement has been signed between **Joseph Lucas (Export), Ltd.**, and **FIMA S.p.A.** of Mogadiscio, in the Somali Republic, setting up a new agency to cover the southern region of the Republic.

## Forthcoming Events

**June 5-9**.—Institute of Public Cleansing Annual Conference, Aberdeen.

**June 12-15**.—Vehicle Builders' and Repairs' Association Annual General Meeting and Conference, Rothsay, Isle of Bute.

**June 15-24**.—Construction Equipment Exhibition, Crystal Palace, London, S.E.19.

**September 17**.—Lorry Driver of the Year Contest, National Final, Fort Dunlop.

**September 21-October 1**.—Frankfurt Motor Show.

**October 5-15**.—Paris Motor Show. (Cars only.)

**October 17-18**.—Road Haulage Association Conference, Brighton.

**October 18-28**.—Earls Court Motor Show.

**October 28-November 8**.—Turin Motor Show.

**October 31**.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.

**November 10-18**.—Scottish Show, Kelvin Hall, Glasgow.

**November 13-16**.—National Maintenance Conference and Exhibition, Central Hall, Westminster.

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**April 30-May 5**.—F.I.S.I.T.A. Ninth International Automobile Technical Congress, Church House, Westminster.

**May 15-17**.—Public Transport Association Conference, Harrogate.

**May 29-June 1**.—Institute of Transport Congress, Cardiff.

# Government's Pipeline Policy Attacked

**A**N attack on the way the Government propose to handle pipeline transport was made by Mr. Ray Gunter in his presidential address to the Transport Salaried Staffs' Association this week.

Mr. Gunter, who is a Labour Front Bench spokesman in the Commons and a member of the Party executive, said that this emerging form of transport could well have dramatic effects upon some of the most remunerative traffic carried by road and rail.

In almost every industrial country in the world, great developments were taking place in pipeline transport. The Russians had nearly completed the construction of a great network of pipelines running from Baku on the Caspian across Russia to Poland and Hungary.

## No More Tankers

"This is for the conveyance of crude oil. Road and rail oil tankers will no longer be used," Mr. Gunter declared.

In America pulverized coal was already being conveyed 150 miles by underground pipelines. Experiments on a large scale had now been successfully completed for

## From Our Industrial Correspondent

the transport of sugar, cement and flour in this way.

It was early to say whether the development in this country was likely to be at the rate which we witnessed abroad, but it was significant that American and British capital were increasingly interested in these new projects.

"What we as transport men cannot forget is the history of the development of canals, railways and road haulage in this country," Mr. Gunter said. "Private interests fought like cannibals for their own profit as new forms of transport took the place of the old. Systems were duplicated in some areas and were inadequate in others."

The State was oblivious to the damage done to the long-term prospects of transport, and because of this we were paying a heavy price today. "Yet it appears we still have not learnt our lesson. So far as we can judge it is the Government's intention, broadly speaking, to allow

private interests to develop the new means of transport."

Mr. Gunter also attacked the Government's plans for reorganizing the British Transport Commission. Its "superficial and ill-thought character" brought us little hope of an industry fitted to the needs of the next few decades. Once more, instead of the Government having the vision to appreciate the real problems of transport as a whole, instead of a careful detailed analysis of the purpose and place of each section of the transport industry and a genuine effort to co-ordinate both sections in the light of technical developments, we were left with the uninspired reconstruction of the B.T.C. organization.

## The Escape Route

"This is the escape route of little men and the revelations of doctrinally obsessed politicians who cannot grasp that the real problem stretches beyond the structure of the B.T.C. and is concerned with road, rail and pipelines—indeed the whole of the means of conveyance of people and goods," Mr. Gunter said.

## More Vehicles for Road Building

**MR. C. J. MACDONALD**, Deputy Licensing Authority for the Metropolitan Area, said last week that applications for additional vehicles in connection with the country's road-building programme had to be viewed in the light of the developments in this direction. "We must not shut our eyes to the fact that there are all these developments in road making and that there are a lot more to come," he said. Mr. Macdonald granted the application of Mr. J. D. Beasley, of St. Paul's Cray, Kent, for four additional tippers, the normal user being "road and building materials, excluding bricks, London and Home Counties." British Transport Commission objected to the application, but only in so far as building materials were concerned.

Mr. Alan Beasley, on behalf of Mr. J. D. Beasley, said his father had been operating tippers since 1920. "The road building programme has been developing in leaps and bounds and we have been turning down a great deal of work simply because we have not had sufficient vehicles to meet demands," he said.

## Shortage of Tippers

Mr. Beasley told the Authority that the business had been refusing requests for anything from two to seven vehicles a day in recent months. Sub-contractors could not help, having already been "snapped up" by firms who had been on to Beasley's for additional help.

Cross-examined by Mr. T. C. Timmons, for the B.T.C., Mr. Beasley said all the refusals were related to road-making materials. He added that there was a great shortage of tippers in his area. He had even asked British Road Services to help, but had been unsuccessful.

Giving his decision, Mr. Macdonald said the applicant was concerned mainly

with road-making materials in which the B.T.C. were not very interested. Developments now taking place would absorb the additional vehicles, two of which would be insulated.

It was on the record, said Mr. Macdonald, that 90 per cent. of the applicant's business was connected with road-making materials, but in order to give some protection to the B.T.C., "excluding bricks" would be included in the normal user.

## Management Training

**T**HE training of future managers for industry was the subject of the Wakefield Memorial Lecture given to the College of Aeronautical and Automobile Engineering on Monday by Mr. Alick S. Dick, chairman and managing director of Standard-Triumph International, Ltd.

He said that the great majority of further education courses today are designed for those who have passed examinations, but that industry needs people for technical sales and for works management who have a knowledge of human affairs, a knowledge of trade unionism and how it works, of industrial procedure and negotiation, and of industrial law and welfare.

The future executive will have to absorb additional knowledge in order to carry additional responsibilities, he stated.

## NEW OFFICERS FOR OVERSEAS REMOVERS

**A**T their annual conference at Turnberry last Thursday the following officers of the British Association of Overseas Furniture Removers were elected: president, Mr. R. J. Murrin (Pickfords Removal Services); vice-president, Mr. H. Burnett (White and Co., Ltd., Southampton), and honorary treasurer, Mr. H. F. Marks (Alfred Bell, Ltd., Newcastle upon Tyne).

## C Hiring to A Switch Appeal

**T**HE Transport Tribunal reserved its decision in London on Tuesday on an appeal by Griffiths Contractors, Ltd., of Pond Lane, Durrington, near Worthing, who carry horticultural produce from Sussex to the London markets.

They appealed against the refusal of the South Eastern Licensing Authority to grant an A licence for two 7-ton vehicles now on a C hiring licence.

Mr. C. R. Beddington, for the appellants, said the two vehicles were engaged in carrying produce to Covent Garden and other markets for 16 growers in the West Sussex area. There was a very considerable demand from the growers for a better service than that provided by British Railways. Though a number of local hauliers had put in objections to the application before the Licensing Authority, none had seen fit to give evidence at the Tribunal.

Decision is to be given at an early date.



## Rate-cutting Alleged

A SOMERSET haulage contractor was closely questioned about his profit and loss account when he applied to the Licensing Authority at Bristol on Monday to acquire an additional tipper for carrying road making materials for Somerset County Council, within a radius of 25 miles of operating centre. The applicant was Mr. K. G. Weaver, Ashcott, Somerset.

Mr. T. D. Corpe said the applicant had been in business since 1958 when he was opposed by the same objectors who opposed him now. In that year (1958) a grant was made which was the subject of an appeal to the Transport Tribunal who held that a contract A licence was the most suitable for the purpose for which it was to be used.

Giving evidence, Mr. K. G. Weaver said he already had two vehicles, and a third was required so that he could carry out work for Somerset County Council, which he obtained by tender.

A representative of W. Viney, Ltd., one of the four objectors, said one of the reasons why this application had been opposed from the start was on a question of rates.

Examining a copy of applicant's profit and loss account in which apparently there was no mention of legal costs, the Viney spokesman asked: "Why does Mr. Corpe conduct this case for you for nothing? I have never known him do this for other people."

Mr. Corpe interjected to say that the amount was probably so small that it was not worth entering.

Continuing, the Viney spokesman asked: "Do you never use the telephone at any time?"

"That would come under my small farm account," said Mr. Weaver.

Mr. Weaver said his two present vehicles were insured only against third party risk. He had two drivers, and the amount shown in the profit and loss account as their total wages for the year was £586.

He told the Authority he paid his drivers a round £9 a week, and he could not explain the entry in the accounts.

It was the crux of Messrs. Viney's opposition that applicant had undercut the rates, quoting 11½d. per unit instead of the normal rates of 1s. 1d. or 1s. 2d.

Mr. Weaver contended that he could make a reasonable profit by charging 11½d.

Without criticizing the Tribunal, the Licensing Authority, Mr. S. W. Nelson, said he had a very clear memory of what happened, but in this particular case he did not think a contract licence was the proper thing to grant and he acceded to the applicant's request to add one tipper of 3 tons 7 cwt. to his existing B licence to carry road-making materials for Somerset County Council as required, and excavated materials from sites within a radius of 25 miles of operating centre.



*This Tare and Lyle articulated van has a Guy Warrior tractive unit, with Bowyer light-alloy cab, access into which is given by steps ahead of the front wheels. The chassis has Guy air suspension at the rear axle, the layout of which is similar to that used on the Wulfrunian passenger chassis. An A.E.C. 7.7-litre diesel engine and five-speed direct-top gearbox are fitted.*

## Manchester Branch for Security Express

A NEW branch of Security Express, Ltd., was opened at 314 Deansgate, Manchester, 3, on Wednesday. This is additional to the services already in operation from London, Glasgow and Bedford. Security Express is the joint enterprise of Thomas De La Rue and Co., Ltd., and the Wells Fargo Armored Service Corporation, New York.

Most of its vehicles are Commer, and the standard model is the ½-ton side-loading delivery van, modified to Security Express specification by Glover, Webb and Liversidge, Ltd. The conversion entails raising the standard roof to give

a headroom of 6 ft., and the provision of toughened-glass windows with protective steel bars or mesh. A number of special security devices are incorporated, and every van is in continuous radio contact with its headquarters.

### TELL-TALE CLOCK

A NOTTINGHAM lorry driver who obtained 18s. subsistence allowance from his employers because he "had to spend the night in Burton-on-Trent" was fined £5 for obtaining money by false pretences. He was caught, it was alleged, because of a time clock fixed in the cab.

## New Plastics Road Tank

AN all-plastics container for the road transportation of hydrochloric acid or sodium hypochlorite has been developed by Tough Plastics, Ltd., Weybridge, Surrey, and an example has been loaned to Bakelite, Ltd., for exhibition at the International Plastics Exhibition, which opens at Olympia, London, on June 21. The tank consists of Vybak sheets, formed to the required shape and supported by glass-fibre laminate bonded with polyester resin. The grey, pigmented laminate is then given a coating of isocyanate resin.

Tough Plastics, Ltd., have been using this method of constructing chemical-storage tanks for the past 2½ years, but this vehicle tank is only the second of this type that they have made—the first was manufactured for a German chemical company. The tank weighs about ½ ton, compared with 2½ to 3 tons for a rubber-lined steel tank of the same capacity. Cleaning is easier, hosing down being all that is necessary, and repainting to prevent corrosion is eliminated.

## Larger Version of Four 99

A MODIFIED version of their Four 99 1.62-litre diesel engine will be introduced by Perkins Engines, Ltd., at the Royal Agricultural Show, which opens in Cambridge on July 4. The new engine is type-named the Four 107, and is intended initially for agricultural applications only. This is the unit at present in production at the French Perkins factory, and referred to in our May 5, 1961, issue as "a slightly different version of the Four 99."

The Four 107 has a capacity of 1.76 litres (107.4 cu. in.) and differs from the original, Four 99 (which remains in production) in having a larger bore dimension—79.4 mm. (3.125 in.) compared with 76.2 mm. (3.0 in.). As an agricultural engine the Four 107 is rated to produce 41 b.h.p. (gross) at 3,000 r.p.m. governed speed, with a gross torque output of 80 lb.-ft. at 1,800 r.p.m. The Four 99 has agricultural ratings of 37 b.h.p. at 3,000 r.p.m. and 64 lb.-ft. at 2,000 r.p.m.

## Fleet Earned Extra £13,000 in a Year

AFTER claiming that they were losing customers through lack of transport facilities, F. Snaylam and Son, Ltd., Bolton, were partially successful in their application for additional tonnage at Lytham last week. They wanted to add two articulated units of 24 tons to their A licence, but the North Western Licensing Authority, Mr. F. Williamson, granted only one.

In evidence, Mr. F. Snaylam, managing director, produced operating figures showing that for the year ending February, 1961, the fleet had earned £63,026, compared with £49,838 for the previous year.



## Busmen Press for London Transport Inquiry

LONDON busmen are to continue to press for a public inquiry into London Transport services, in spite of the refusal of the Minister of Transport to set one up.

This is made clear in a statement signed by Mr. J. A. Stevens, chairman, and the 12 members of the Central Road Services Committee of the Transport and General Workers' Union, published in the union's journal.

Their statement was provoked by an article in the London Transport magazine by Mr. A. B. Valentine, chairman of the L.T.E. In this he claimed that the staff shortage was the sole reason, apart from traffic congestion, why London Transport's services had not been giving the public satisfaction.

With the improved recruitment of staff since the last pay rises the need for an inquiry had therefore disappeared.

The busmen do not agree with this analysis. "The present chaos in the road passenger section in London, and the overwhelming public dissatisfaction with bus services, arises from badly organized and completely inadequate bus services, with staff shortages and traffic congestion contributing to the chaos," they say.

"If London Transport had met the competition from private forms of transport with improved services, instead of deteriorating the standard of service offered to the public in the way of continual bus cuts and increases in the fares charged, problems of staff turnover and traffic congestion would not be so acute."



The first Indian-built fully air-conditioned coach was introduced in Madras last month. It is a 17-seater, based on a Leyland Comet chassis, and the body was built by Simpson and Co., Ltd., Madras. J. Stone and Co. (India) Pvt., Ltd., provided the air-conditioning equipment. Reclining seats are fitted. The coach has a refreshment counter (seen here) and full toilet facilities.

### Nottingham's Transport Boss

ALD. W. G. E. Dyer, leader of the Conservative group on Nottingham City Council, has taken over the chairmanship of the council's transport committee. He succeeds Ald. Sidney Hill, who takes over the vice-chairmanship. Ald. Hill is the National President of the Municipal Passenger Transport Assn.

The Conservatives, when they gained control of the council at this year's municipal elections, offered him the chairmanship of the committee. But the Labour group came to a decision that they would not accept any chairmanships, so Ald. Hill, a Labour member of the council since 1945, had to refuse.

Ald. Dyer, the East Midlands secretary of the Traders Road Transport Assn., was vice-chairman of the committee.

### CHILDREN'S FARES UP

HIGHER children's fares on Dundee Corporation buses have been approved by the Transport Committee as a means of meeting recent wage increases which will cost the department an additional £37,680.

## Orders and Deliveries

**EAST AFRICAN ORDERS:** East African Railways and Harbours Administration have ordered 22 Leyland Beaver trucks and six Scammell Scarab diesel-engined three-wheelers. The Beavers will be powered by the new Leyland O.680 200 b.h.p. diesel engine and fitted with a six-speed gearbox with overdrive. Four Leyland Worldmaster buses have been ordered by Kenya Bus Services, Ltd., of Nairobi.

**MORE RELIANCES:** A further seven A.E.C. Reliance underfloor-engined coaches have been ordered by Smiths Tours (Wigan), Ltd.

**PAPER CARRIERS:** Bowaters Services and Transport, Ltd., have ordered 53 Scammell 12-ton semi-trailers with 25-ft. flat platforms. They will be used for the transport of newsprint and finished paper products.

**AUSTRALIAN A.E.C.s:** Orders from Australia for A.E.C. goods and passenger chassis include eight Mammoth Majors for Johnstone River Transport, of Queensland, and nine Mandators for the Melbourne Manufacturing Bottle Co.

**MURPHY MULTI-WHEELERS:** Murphy Bros., of Leicester, have ordered 12 A.E.C. Mammoth Major eight-wheelers and four A.E.C. Marshall six-wheelers.

**ALBIONS FOR MALAYA:** The Malaysian Public Works Department has ordered 190 Albion Chieftain and 50 Albion Reiver chassis. Edbro-B and E tipping gear and dumper bodies will be fitted on arrival in Malaya. The order is worth over £500,000.

**CO-OP TANKERS:** Five Scammell Highwayman tractive units ordered by the London Co-operative Society will be operated with 3,000-gal. single compartment stainless steel tanks mounted on Scammell air suspension bogies.

**TURNABLE LADDER FOR LONDON:** The London Fire Brigade have ordered a Magirus 100-ft. hydraulically operated turntable ladder from David Haydon, Ltd., of Birmingham.

## Micrograms . . .

**More Credit:** The Mercantile Credit Co., Ltd., have opened a new office at Friars House, Friars Place, Chelmsford, with Mr. N. H. Crowne as sub-branch manager.

**Later Buses:** Bradford transport department have applied to the Yorkshire Traffic Commissioners for permission to run later buses after 11 at night on four main roads in the city.

**New Works:** The Mill Garages (Sunderland), Ltd., are to erect new premises on the Portrack industrial estate, Stockton-on-Tees. The work will include offices, showrooms and workshops.

**New Depot:** H. L. Walker, Ltd., haulage contractors, Robert Street, Thornaby-on-Tees, have plans in hand for the erection of a depot at Haverton Hill Road, Stockton-on-Tees, Co. Durham.

**Easy-to-Read:** London Transport has just issued a new easy-to-read pocket map of green country area bus services, giving more information and clearer route indications than in previous editions.

**VW Production:** Last year Volkswagenwerk, A.G., produced 139,919 commercial vehicles, an increase of 15.2 per cent. over the 1959 figure. The Brazilian factory assembled 11,299 additional vehicles. Exported commercials totalled 92,226—a 15.3-per-cent. increase compared with 1959: 42,500 of these were sold in the U.S.A.

**New Office:** The Astley Industrial Trust, Ltd., have opened a new branch office at 31 Jameson Street, Hull. (Tel.: Hull 31212.)

**Tyre Depot:** C. Atkinson, Ltd., Blenheim Street, Newcastle upon Tyne, are to erect a tyre-storage depot at Bishop Auckland, Co. Durham.

**Scottish R.R.L.:** Open days will be held at the Scottish branch of the Road Research Laboratory, Thorntonhall, near Glasgow, on June 7 and 8, 1961.

**Motorway Link:** A new road is to link Leyland, Lancashire, to the Birmingham-Preston Motorway. It will carry on beyond the motorway to the existing Preston-Wigan trunk road (A49) which runs parallel to the motorway in this part of Lancashire.

**Perkins Output:** The current output rate of diesel engines from all the Perkins factories is 250,000 units a year. In addition to production in Britain—77 per cent. of which was exported last year—Perkins engines are manufactured in Australia, Brazil, France, Greece, India, Spain and Yugoslavia.

**Safety Harnesses Adopted:** All commercial and passenger vehicles in the fleet of Quickfit and Quartz, Ltd., Stone, Staffs, are to be fitted with safety harnesses. Diagonal safety belts are to be made available to employees for use in their private cars also, these to carry a considerable price reduction.

## Transport Tribunal Decisions

### Change of Base Created Difficulties

THE Transport Tribunal in London on Monday upheld an appeal by T. Regan, Ltd., Rumford Street, Liverpool, against the refusal of the North Western Licensing Authority to grant A licences for two vehicles.

Mr. J. R. C. Samuel-Gibbon, for Regan's, said the two vehicles had an aggregate unladen weight of 5½ tons and were used by Regan's to carry meat, frozen foods and ships' stores at Glasgow, Manchester, Newcastle, London, Aberdeen and Liverpool.

The A licences expired in July, 1959, and if the appeal were not allowed it would cause great hardship to Mr. Regan, said Mr. Samuel-Gibbon. The trouble, he explained, arose because the Licensing Authority was worried about a change of base of Mr. Regan's business, which had moved from Liverpool to Bootle and back to Liverpool.

"My client has created difficulties for himself," said Mr. Samuel-Gibbon. The only question that created any real dispute was the normal user, he said. At the time of the inquiry the British Transport Commission, who had been objectors, did not then ask for a refusal.

Mr. J. H. Timmons, for the B.T.C., said that what they had been really concerned about was the normal user, which had now been declared. They were willing to leave the matter in the form in which it now stood.

Giving the Tribunal's decision, the chairman, Sir Hubert Hull, said there was no doubt that Mr. Regan had himself to blame. "Mr. Regan has got his affairs into a muddle and I don't think the Licensing Authority is in any way to blame. No doubt the Licensing Authority intended he should go away and come back again with a clearer story," he said.

### One Tipper Granted

THE appeal by L. Forrester and Sons, of Whixall, near Whitechurch, Shropshire, against the refusal of the West Midlands Licensing Authority to grant two additional tippers to their A licence, was heard by the Transport Tribunal in London on Monday. The Tribunal granted one 8½-ton eight-wheeled tipper.

Mr. J. R. C. Samuel-Gibbon, for the company, said they wished to use the lorries for transporting road-making materials and bricks within a radius of 100 miles and to carry machine tool equipment for William Asquith and Sons, Ltd., within a radius of 250 miles.

The Authority suggested that there might be a case for replacing one of Forrester's smaller vehicles with one of a larger capacity.

Mr. Samuel-Gibbon said that at the public inquiry strong evidence had been called showing that there was a demand for more carrying capacity in the area.

The chairman of the Tribunal, Sir Hubert Hull, said that the Tribunal agreed a case had been made out for the addition of one vehicle, but not for two.

### TRANSPORT GOLFERS

MR. S. F. PIGGOTT (Savage Motors, Ltd.) and Mr. W. White (Kingston Hill Motor Co., Ltd.) won the Transport Golfing Society London Area Stableford Competition at Walton Heath last week, with 44 points. Second was British international champion, Michael Bonallack (Bonallack and Sons, Ltd.).

Mr. P. F. Briggs (B.I. Transport), Mr. E. J. Beveridge (Harrods, Ltd.) and Mr. N. C. Morrow (Hilfe Press) occupied third place. A record number of over 70 took part.



The latest maximum-capacity tractive units being built for B.R.S. by Bristol Commercial Vehicles, Ltd., have a new style of cab, made of colour-impregnated glass-fibre mouldings and mounted as a complete unit. The deep windscreen and quarter lights are of interest. Access to the cab is from behind the wheels: the "steps" ahead of the wheels are for window-cleaning purposes.

## New Transport Companies

**John A. Davies, Ltd.**, Cap. £2,000. Dirs.: John A. Davies and Edward M. Davies, both of Reddau, Groesgoch, Pembs. Sec.: J. A. Davies.

**Harry A. Skelton, Ltd.**, Cap. £5,000. Dirs.: Harry A. Skelton and Doreen E. Skelton, both of Whitegate, Hinckley Road, Coventry. Sec.: Doreen E. Skelton. Reg. office: 44 Binley Road, Coventry.

**Beeches Motor Transport Services, Ltd.**, Cap. £1,000. Dirs.: George J. Heaven and Elsie Heaven, both of 257 Kingstanding Road, Birmingham, 22. Sec.: Elsie Heaven. Reg. office: 257 Kingstanding Road, Birmingham 22.

**Dewhure, Ltd.**, Cap. £500. Dirs.: A. B. Dewsbury and Mrs. Joyce E. Dewsbury, both of 312 Coleshill Road, Castle Bromwich. Sec.: Mrs. Janet Butt. Reg. office: Forge Garage, Bradford Road, Castle Bromwich, Nr. Birmingham.

**Machin's Transport (Surfleet), Ltd.**, Cap. £20,000. Dirs.: George W. Machin, Surfleet Bank, Nr. Spalding; Alec Garn, Baytree Cottage, Surfleet. Sec.: William J. Ground. Reg. office: Coney Garth Garage, Surfleet Bank, Surfleet, Nr. Spalding.

**Hydrene Haulage, Ltd.**, Cap. £200. Dirs.: Barry Fletcher, Maureen Fletcher, Gerald Rivett and Miriam Rivett, all of 22 Selkirk Avenue, Warmworth, Doncaster. Sec.: Miriam Rivett. Reg. office: 22 Selkirk Avenue, Warmworth, Doncaster.

**B.D.E. Haulage, Ltd.**, Cap. £2,000. Dirs.: Baden Preston, 243 Lichfield Road, Walsall; Darrell R. Preston, 30a Friesland Lane, Brownhills, Staffs; Ernest S. Preston, 113 Leighwood Road, Aldridge. Sec.: Vera Hassall. Reg. office: 30a Friesland Lane, Brownhills, Staffs.

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**Glanville Transport (Dunstable), Ltd.**, Cap. £100. Dirs.: J. W. Glanville, 102 Gt. Northern Road, Dunstable. Sec.: Thomas A. Herbert.

**W. L. Fowler (Sheerness), Ltd.**, Cap. £1,000. Subs.: Hilda D. Clark, 18 Noyna Road, S.W.17. Olive T. Jordan, 18 Priory Hill, Wembley. Reg. office: 54 Gamage Building, 118-122 Holborn, E.C1.

**Diesel Equipment Services (Commercial Vehicles), Ltd.**, Cap. £1,500. Dirs.: Henry R. Bridge, Frederick W. Bridge and Kenneth E. Creswy, addresses not stated. Solicitors: Bates Son and Braby, Southend-on-Sea.

**Carmel (Transport), Ltd.**, Cap. £100. Dirs.: M. J. F. Carfrae, Collingwood, Roschill, Dorling; Edward K. L. Melville, Sandle Lodge, Fordingbridge. Sec.: C. R. McFie. Reg. office: West Mills, Fordingbridge, Hants.

**Dumas Forwarding (London), Ltd.**, Cap. £100. Dirs.: Donald H. Dumas, 107 Constance Road, Whiston, Middx.; William E. Deans, 3 The Oaks, Billericay, Essex. Sec.: A. Standing. Reg. office: 62 Aldgate High Street, E.C3.

**H. Clarke and Sons (Carriers), Ltd.**, Cap. £4,000. Dirs.: Harry Clarke and Malcolm Clarke, both of 25 Gilmorton Road, Butterworth; Roy Clarke, 38 Baker Street, Lutterworth. Sec.: Ann R. Clarke. Reg. office: 25 Gilmorton Road, Lutterworth.

**Joe Dean and Sons (Haulage), Ltd.**, Cap. £5,000. Dirs.: Joseph W. Dean, Far Syke House, Upper Greetland, Nr. Halifax; Thomas W. Dean, 4 Meadow Crest, Branch Road, Greetland, Nr. Halifax. Sec.: B. W. Dean. Reg. office: Far Syke House, Upper Greetland, Nr. Halifax.

**G. C. Munton (Heavy Haulage), Ltd.**, Cap. £5,000. Dirs.: Geoffrey C. Munton and Jean E. M. Munton, both of Carrefour, Digby, Lincs; James H. Munton, Westgate Lodge, Ruskington, Leicesters. Sec.: K. B. Cole. Reg. office: Westcliff Road, Ruskington, Lincs.

**J. Nebbett, Ltd.**, Cap. £100. Dirs.: David B. Nebbett, 83 Pembury Avenue, Worcester Park, Surrey; Grace A. Nebbett and Jack Nebbett, both of "Coverpoint," Woodcote Road, Epsom, Surrey. Sec.: D. B. Nebbett. Reg. office: 14 Carill Road, S.W.18.

**H. Matthews Transport, Ltd.**, Cap. £2,000. Dirs.: Harry Matthews and Marjorie P. Matthews, both of 139 Bowness Road, Middleton, Lancs. Sec.: Marjorie P. Matthews. Reg. office: 139 Bowness Road, Middleton, Lancs.

**Corbett Cars, Ltd.**, Cap. £1,000. Dirs.: R. L. Critchley, 4 Caledone Road, Parkstone, Dorset; George P. Bradbury, Wave Crest, Southbourne Cliff Drive, Bournemouth. Sec.: G. P. Bradbury. Reg. office: Third Floor, Bristol and West House, Post Office Road, Bournemouth.

**G. and G. Transport, Ltd.**, Cap. £1,100. Dirs.: W. E. Grundon, 13b Brookmead, Hildenborough, Kent; C. J. Greenough, "Lin-Lin," Horse Grove Avenue, Ticehurst, Sussex. Sec.: W. E. Grundon. Reg. office: 13b Brookmead, Hildenborough, Kent.

**Kent Plant Hire (Haulage), Ltd.**, Cap. £5,000. Dirs.: Hugh G. Brown, Dean, Sevington, Ashford, Kent; Dick Holmes, Willington, Kingsford Street, Mersham, Nr. Ashford, Kent; William G. Sandells, David G. Brown and Keith G. Brown, addresses not stated. Reg. office: Chart Road, Ashford, Kent.

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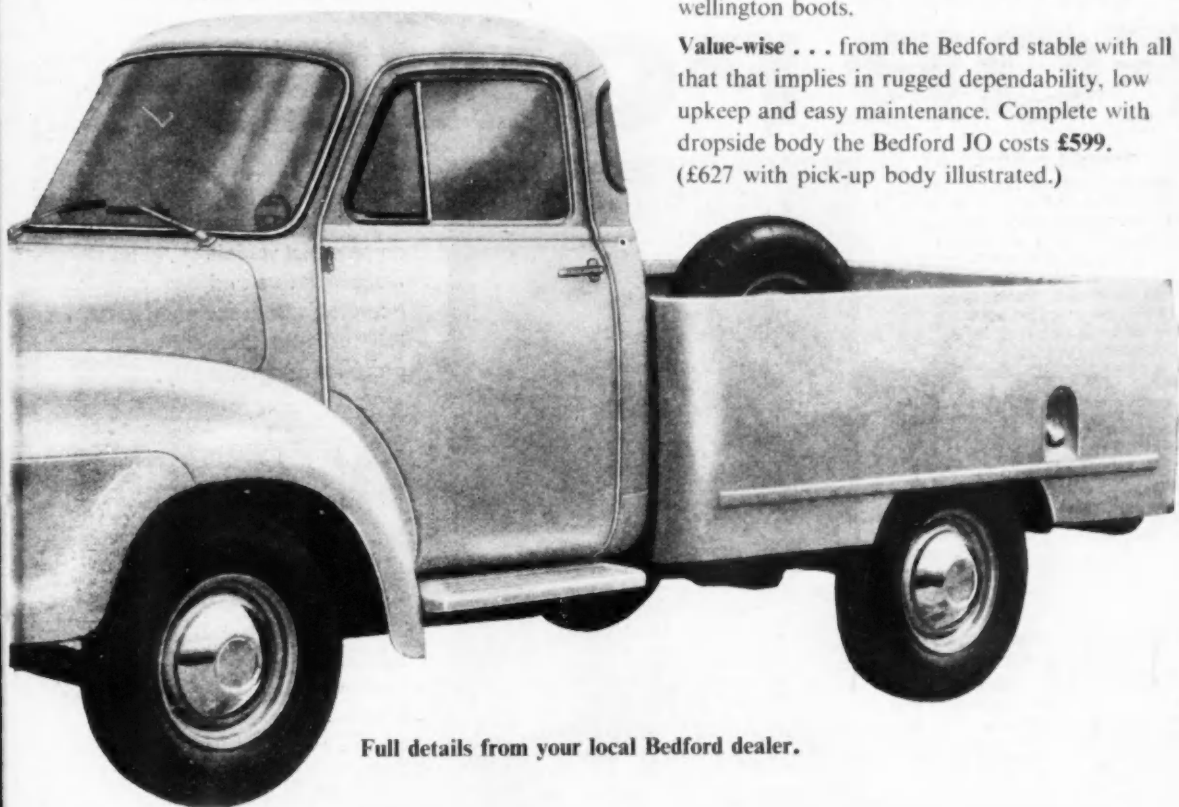
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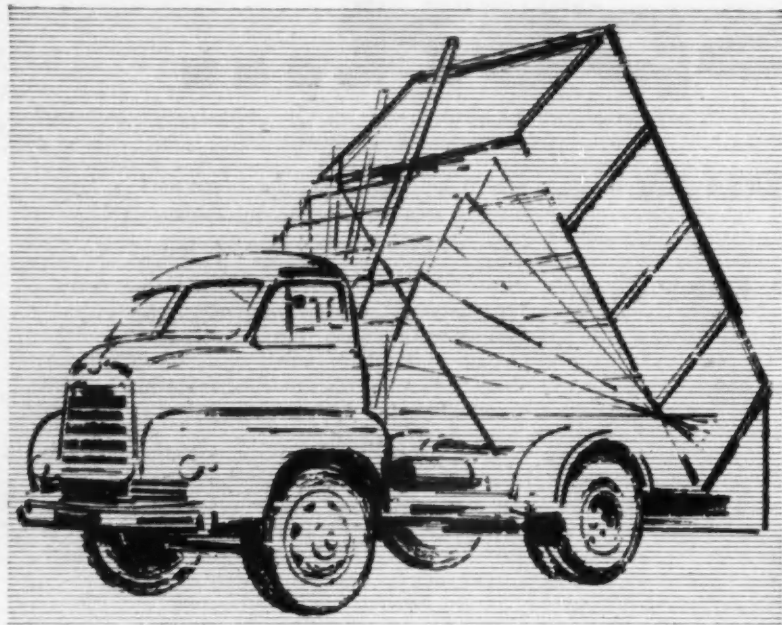
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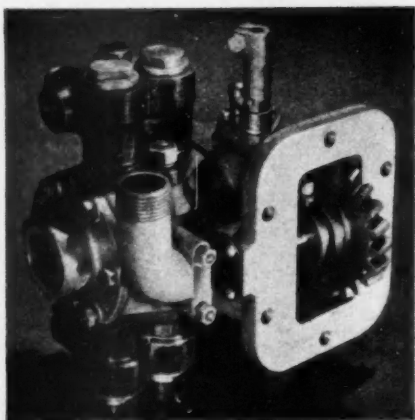
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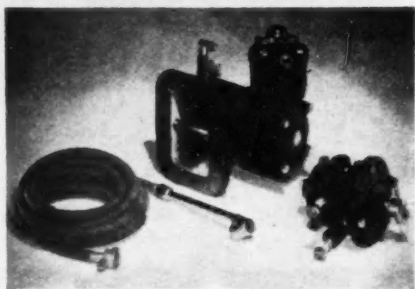
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Maximum @ 150 p.s.i. 0.267 cu. ft./min.  
Maximum @ 50 p.s.i. .93 cu. ft./min.  
H.P. absorbed maximum 0.93

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## Time Clocks for Leicester Fleet

AN Instock, Leicester, firm has had so much trouble with drivers failing to keep correct records of hours worked that time clocks are being fitted to the vehicles. The East Midlands Licensing Authority heard this last week when A. Fletcher and Co., Ltd., applied for one tipper to be switched from contract A to public A licence, and for the continuation of an A licence for three vehicles and a B licence for nine vehicles. Decision was deferred.

It was stated that from June, 1959, to February, 1960, the firm had been fined a total of £245 for offences concerning drivers failing to keep records and the unauthorized use of a vehicle.

Mr. A. G. Rothera, for Fletcher's, said objections to the applications had been withdrawn. He went on: "Very great endeavours are being made to ensure these offences do not occur again." He said time clocks were being fitted to the lorries although they were "very unpopular."

"And we are devising entirely new schedules to allow such a margin of time that if these offences are committed again by drivers, we should be able to prove it was entirely their fault. We hope there will be no repetition of these offences in future," he added.

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It is thought that a high-t cigarette end dropped from a window started the fire in the load of this Leyland twin-steer, six-wheeler operated by J. and A. Smith of Maddiston, Ltd. The fire was discovered when the vehicle was parked just after leaving the Redditch premises of the British Aluminium Co., Ltd. with a load of aluminium tubes in crates.

## C to B Licence Switch Granted

AT Manchester on Monday, the Eiffel Foundry Co., Ltd., Walkden, were successful in obtaining a B licence in place of a C licence for seven vehicles of 49 tons. Mr. A. Jolly, for the applicants, stated that they wanted to carry goods for only their subsidiary company, Trumann (Manchester), Ltd., within a 50-mile radius of Walkden, and occasional loads to the North and South of England. The Eiffel Foundry Company owned 90 per cent. of the shares of Trumanns. However, the whole structure of the organization was to be rearranged and in the future the applicants would have only two-thirds of the shares. Thus Trumanns would cease to be a subsidiary company under Section 180 of the Road Traffic Act. Hence a B licence was necessary to enable Eiffel to carry goods for Trumanns.

Mr. A. J. Ball, secretary of the Eiffel Foundry Company and Trumanns, said the vehicles in question would be used to carry steel and foundry products, as Trumanns were steel stockists. He gave a declaration that they would not carry for any other company or undertaking with these units.

British Railways and several indepen-

dent road operators were used and Mr. Ball said that traffic would not be abstracted from them.

Replying to Mr. J. Backhouse, who objected for five private road operators, Mr. Ball said that in the main they travelled within 25 miles of base but sometimes went as far afield as 50 miles and occasionally into Yorkshire and as far south as Bedford. They carried about 800 tons of steel a month for Trumanns.

The North Western Deputy Licensing Authority, Mr. A. H. Jolliffe, said that the application would be granted but the phrase "occasional loads to the North and South of England" must be eliminated from the normal user. He considered that "deliveries to the Midlands, not exceeding 12 a year" adequate.

## "Flagrant Defiance of the Law"

A DIRECTOR of a Derbyshire haulage concern that carried deep-mined coal instead of open-cast coal in breach of their B licence, was told by the East Midlands Licensing Authority, Lt-Col. C. R. Hodgson, last Friday: "There has been a flagrant defiance of the law and, certainly, not very heavy fines were imposed for it. I've no doubt a handsome profit was made."

G. W. Norman and Sons, Ltd., of Longmoor Lane, Sandiacre, applied to have the B licence of one of their lorries varied to carry "coal as required,"

instead of "open-cast coal as required." The application was refused.

A director, Mr. Antony Norman, said the vehicle in question had been almost completely engaged on work for Phillip W. Smith (Haulage), Ltd., carrying coal from local collieries to a Coventry gas-works.

Cross-examined by Mr. A. J. Wrottesley, for the B.T.C., Norman admitted most of the profits earned by the lorry were made by carrying deep-mined coal illegally. For this the company was fined £60.

# Wide Range of British Goods Impresses Russians at Moscow Fair

BY the time the British Trade Fair closes in Moscow on Sunday, at least one million Soviet citizens will have attended one of the largest all-British enterprises of its kind ever undertaken. Nearly three times the size of any previous fair held in the Soviet Union, it covers a 23-acre site and for many periods in the day all movement is brought to a standstill by the vast crowds who are getting their first-ever view of British achievement and technology.

The propaganda element in this Fair is completely absent; no attempt being made to portray the British way of life. The exhibits, ranging from dolls to heavy engineering equipment, are presented impartially, manufacturers being content to rest upon the quality and the advanced technology of their designs. Equally, our correspondent in Moscow reports, the technical appreciation of Russian visitors to the Fair impressed all the British exhibitors.

## 2,500 tons of Exhibits

The exhibition has been sponsored by the Association of British Chambers of Commerce and the All-Union Chamber of Commerce of the U.S.S.R. and has been organized by Industrial and Trade Fairs, Ltd.

The achievement of the organizers can hardly be over-stated. Apart from the construction of a completely new pavilion, over 2,500 tons of exhibits were dispatched to Russia by sea, rail, road and air, and transport and accommodation organized for thousands of British citizens.

The object of the Fair has been to increase British exports to the Soviet Union. How far this will be met it is impossible to say at this stage, for trade procedures followed in most other countries are unknown in the Soviet Union. Certainly, however, it is already clear that Russian visitors are far more impressed by this exhibition than by those staged by other countries in the past and Mr. Krushchev paid a glowing tribute to the range and quality of the goods he saw when he toured the Fair on the opening day.

## More Business to Come

From the point of view of stand design and layout, British industry has done a wonderful job, and whilst many companies have already reported substantial orders, it is likely that there is a great deal more business to come.

Hardly any sector of British industrial activity was not reflected in the Fair. Heavy engineering was represented by such companies as English Electric Co., Ltd., Associated Electrical Industries, Ltd., Vickers and others. The basic categories of exhibitors were plant and



Mr. Krushchev pauses for the cameramen, on his way to the Dunlop Stand at the British Trade Fair.

machinery, electrical apparatus, materials, chemicals and pharmaceuticals, engineering components, transport vehicles, medical-dental and veterinary equipment, clothing and textiles, books, musical instruments, toys and games, household goods and office machinery.

In the road transport field, Rootes showed a 7-ton dump truck which can be powered by a Rootes diesel or multi-fuel engine, a Commer 3-ton van, a Commer Cob and a 12-seater bus. They reported that the greatest interest had been shown in special-purpose vehicles, such as mobile airway staircases and concrete mixers.

The Standard-Triumph exhibit included

an insulated van, a caravan service truck and an ambulance.

Great interest was shown in the materials handling equipment on the Lansing Bagnall stand, particularly in their 3,000-lb. Rapide fork truck.

Telehoist, Ltd., and Wilmot Bredden, Ltd., joined forces to show their tipping gears, automatic sack-loaders and various types of pumps.

Conveyancer Fork Trucks, Ltd., demonstrated their latest petrol-engined and electric fork and reach trucks, and Lancers Machinery, Ltd., had big audiences to view their 4- and 5/6-ton sideloaders which stack, transport and handle long loads.

## ||||| Municipal Contracts |||||

Rayleigh U.D.C. ask for an Austin 5-ton forward-control tipper.

Lymington Council ask for one 50-h.p. crawler-tractor with front-loading shovel.

Romford Council ask for two Ford 5-cwt. vans, one Ford diesel three-way tipper, one Ford diesel end tipper, one Ford 10-cwt. van, one Ford 12-seater personnel carrier.

Norwich Council invite tenders for two 30-50-cu.-yd. continuous loading refuse collectors.

Chadderton U.D.C. ask for one 18-25-cu.-yd. Dennis-Paxit Mark III refuse collector with Perkins P6 diesel engine and trailer towbar.

Chapel-en-le-Frith R.D.C. ask for one Karrier Bantam 10-ft. 2-in. wheelbase low-loading refuse collector, offering the existing vehicle in part exchange.

Consett U.D.C. ask for one Karrier 10-cu.-yd. refuse collector; one Karrier 7-cu.-yd. refuse collector; one Bedford 6-ton short-wheelbase lorry; and agricultural equipment.

Derbyshire C.C. ask for five Morris 1000 Series III 5-cwt. pick-ups, four short-wheelbase 5-ton diesel forward-control lorries, one Land-Rover, one Massey Ferguson 702 tractor complete with cab, and power shovel compressors.

Durham R.D.C. ask for one Karrier Gamicor diesel-engined refuse collector, 12 cu. yds., all steel body, side loader, hydraulic tipping.

Harrowgate Council ask for two 2-ton lorries.

Hornsey Council ask for one 5-ton truck, one 25-cwt. truck, three 10-cwt. vans, one Derby type side-loading refuse collector, one road sweeper-collector, one light diesel tractor.

Wellington U.D.C. ask for one 3-4-ton petrol-engined tipper.

Burton-on-Trent Public Works Committee propose to invite tenders for the supply of a small mechanical dumper and a 2-3-ton tipping lorry.

Invernesshire C.C. ask for (a) Bedford 7-ton forward-control diesel TK lorry, dropside body and telehoist; (b) one Morris 1/2-ton van; (c) Massey-Ferguson 702 tractor and shovel. The Council offers for sale either by allowance in tenders, or separately, a 1954 Bedford 5-ton tipper, a 1955 Commer van and 1955 Ferguson tractor with mower attachment.

Newport, Mon., Council ask for one 22-30-cu.-yd. diesel refuse collector; one 18-cu.-yd. diesel refuse collector, dual tip; one 14-18-cu.-yd. diesel refuse collector, fore and aft, with power press and hygienic shutters; one 3-ton diesel low-loader (on wheelbase hydraulic tipper).

Washington U.D.C., Durham, ask for one Dennis Kippax refuse collector and one Bedford 15-cwt. van, and offer in part exchange an existing Dennis and existing Bedford vehicle, respectively.

Cardiff Corporation: The Chief Fire Officer reports that provision has been made in the current year's financial estimates for a sum of £6,130 for the purchase of a Merryweather diesel pump, water tender, and a Redwing F.T.I. light fire appliance on a Land-Rover chassis. Tenders are to be invited for two Bedford 3-ton long-wheelbase chassis, for the use of the Transport Department.

Leamington Spa Highways and Planning Committee have authorized the purchase of a Thames Trader chassis and Eagle body, at a cost of £1,270.

Letchworth U.D.C. ask for one Chasid Load-master, and one 3-ton Bedford tipper.

Bury Council ask for one Ford Thames diesel-engined refuse collector, 12-20-cu.-yd. capacity Eagle Compressor body, and one Weatherill 12H hydraulic loading shovel.

Merionethshire C.C. ask for two 5-6-ton short-wheelbase Bedford diesel-engined tipper; one Fordson diesel Major tractor.



## New ½-ton 4 x 4 from U.S.A.

A RECENT entry into the ½-ton 4 x 4 field is the International Harvester Co., U.S.A., who are now in production with a vehicle of this type called the International Scout. It has a gross weight rating of 1½ tons and is powered by a four-cylindered petrol engine developing 93.4 h.p. (gross) at 4,400 r.p.m., the gross torque output being 142.7 lb.-ft. at 2,400 r.p.m. This 2,489-litre unit is essentially one half of the International 5-litre V-8 engine used in medium-duty goods vehicles, and it is mounted in the chassis at an angle of 45°.

The Scout has a three-speed synchromesh main gearbox and two-speed transfer box. This auxiliary section is fitted only to 4 x 4 versions, however; there is a 4 x 2 model in production also, and this has a straight three-speed transmission. Driven axles have hypoid-bevel final-drive gearing, and Power-Lok limited-slip differentials are offered.

Suspension is by semi-elliptic springs at both axles, controlled by telescopic dampers, and hydraulic brakes are employed, the hand brake taking effect on the rear wheels only. The Scout has a normal-control chassis layout, and the standard model has a cab, the top of which can be removed and the windscreen folded down. A full-length roof can be supplied as optional equipment. The vehicle is 12 ft. 10 in. long overall, the load space being 5 ft. long. Maximum speed is in the region of 80 m.p.h.

## U.S. Fuel Pump Available

THE American Bendix electric fuel pump can now be obtained in this country from Motor Books and Accessories, 33 St. Martin's Court, St. Martin's Lane, London, W.C.2. Weighing only 1 lb. 13 oz., it has a pumping capacity of 25 gal. an hour and all parts of the electrical circuit are hermetically sealed.

The Bendix is to be retailed at £10 13s., and Jack Brabham (Motors), Ltd., of Chessington, Surrey, have been appointed servicing agents.

## MAGIRUS-DEUTZ LORRIES MADE IN YUGOSLAVIA

THE Yugoslav vehicle-producing concern, Tovarna Avtomobilov Maribor, have started, under licence, the production of Magirus-Deutz 4½-metric-ton goods vehicles. The Yugoslav firm, which plans a 1961 production of 2,800 goods vehicles and 320 buses, has received an order from Turkey for 80 goods vehicles and buses worth 650,000 U.S. dollars.

## FRANCO-GERMAN LINK

THE West German producer of heavy road goods vehicles, Faun-Werke Karl Schmidt, of Nuremberg, has formed a joint subsidiary in Paris with the French company Société des Forges et Chantiers de la Méditerranée. The move is stated to be a preparation for the start of production in France of heavy goods vehicles.

# 1,120,000 Commercial Vehicles a Year

DURING last year more than 1,120,000 commercial vehicles were manufactured in Western Europe, compared with a 1950 output of only 467,000. This is recorded in statistics issued by the Organization for European Economic Co-operation, from Geneva.

With the exception of 1958, when Federal Germany took over the lead by a hair's breadth, only to lose it again in the following year, the United Kingdom has for the past decade been the biggest single producer of commercial vehicles in Western Europe, according to O.E.E.C. figures.

The importance of its rôle has, however, tended to diminish over the years. Whereas in 1950 and 1951, Britain was turning out more commercial vehicles than France, West Germany, Italy and Austria put together, U.K. production last year accounted for under 41 per cent. of the commercial vehicle output in Western Europe.

U.K. production rose from a monthly

average of 21,800 in 1950, to 38,200 last year.

Federal Germany, next on the list to the United Kingdom, with a 1960 average monthly output of 31,700, has recorded production increases for every year since 1950, with the exception of a slight fall in 1953 from the 1952 total.

French production rose from 8,400 units a month in 1950 to 19,500 units last year. Italian output increased from 1,100 units a month in 1950 to 4,000 a month in 1960. Over the period 1958 to 1960, production rose by almost 100 per cent. Austrian output doubled over the 10-year period from 200 units to 400 units a month.

North American production is also included for the decade in the O.E.E.C. lists. This, unlike that of Western Europe, fell over the period, in the case of the United States from 111,400 units to 99,700 units per month, and in the case of Canada from 8,800 units to only 5,900 units.



*Additional to its many municipal applications the Karrier Bantam chassis is a popular one for airport vehicles. This example is a sillage tank, recently placed in service by Pan American World Airlines. It has an Eagle 300-gal. (U.S.) tank for sillage, forward of which is a 120-gal. fresh-water tank. The chassis has a wheelbase of 8 ft. 2 in.*

## Earth-movers at Aberdeen

EXHIBITORS of earth-moving equipment at the Institute of Public Cleansing conference in Aberdeen (fully previewed on pages 614-617) will include James Bowen and Sons, Ltd.; Bray Construction Equipment, Ltd.; the Caledonian Tractor and Equipment Co., Ltd.; J. I. Case Co., Ltd.; the Chaseside Engineering Co., Ltd.; Ford Motor Co., Ltd.; Jack Olding (Scotland), Ltd.; The Reekie Plant, Ltd.; Scottish Land Development Corporation; Walkers and County Cars, Ltd.; Thomas W. Ward, Ltd.; S. E. Whetherill, Ltd.

Other late news is that three Wayne pavement-sweeping machines, two pedestrian-controlled and one carrying the driver, are to be displayed by Kent Engineering and Foundry, Ltd. Various types of snow plough will come from Snowclear, Ltd., who will also demonstrate the Meyer Electrolift, an electric-

hydraulic lifting device operated from the driver's cab. The well-known Glowtrac gripper comes from Gloster Tractors, Ltd. Several new clearance devices are to be provided by William Bunce and Son, who will also show a trailer gully-emptier.

Fitted to the Johnston suction cleaner, a product of Johnston Brothers (Engineering), Ltd., the "wandering" hose provides an unusual means of clearing piles of leaves and similar debris. The Yorkshire Patent Steel Wagon Co. will offer a road-sweeper-collector with vacuum litter-lifter, a heavy-duty sweeper-collector and a gully-cesspool emptier. Among other exhibits will be the Harditt street-cleansing orderly, with glass-fibre bins (Harborough Construction Co., Ltd.), paper salvage trailers (Boden Trailers, Ltd.) and the Verro Minor sweeper (Alf'd Miles, Ltd.).

# Hardship Little: Inconvenience Great

*Diversified Views on Rural Transport Problems at Institute of Traffic Administration Conference*

THE possibility that rural transport problems are not so severe as can easily be imagined, the need for some form of subsidization where they are acute, and the necessity of assessing what an uneconomic service really is in terms of public service, as well as profit and loss, were the main points to arise from the annual conference of the Institute of Traffic Administration at Folkestone last week-end.

Speakers at the opening session on Friday were Mr. David St. John Thomas, who has recently completed a survey of Lake District transport; Mr. Geoffrey Wilson, M.P., Conservative Party Parliamentary Transport Committee chairman; and Mr. George Strauss, M.P., Labour Party front bench speaker on transport matters.

## Adverse Effects

Mr. St. John Thomas stressed the fact that the amount of real hardship caused by the withdrawal of uneconomic rural services was possibly relatively small, but that acute inconvenience was invariably great. He examined its adverse effects upon both rural and family communities, particularly on women, who rarely have access to personal transport, and upon the rural and agricultural economy when families move to urban areas because of lack of transport amenities.

While hardship might be small now, said the speaker, the situation would be entirely different if a further large proportion of existing services had to be closed. Many services were critical. If financial support were not forthcoming as a result of the Jack Committee report, the whole picture would become critical.

As partial alleviations, Mr. St. John Thomas emphasized the need for keeping down costs, and suggested re-examination of services and timetables to meet specific demands, with possibly the abandonment of interval services; the encouragement of outside operators (the speaker mentioned garage proprietors) to provide minimum services; subsidy on a mileage basis; the co-ordination of local planning with transport; amplification of the activities of the Traffic Commissioners; and the introduction of railway buses in rural areas connecting with main train services.

Mr. Wilson, admittedly speaking politically, was against any general subsidization scheme, although he accepted the need for subsidizing particular services for which there is a social need. On the question of the bus companies' suggestions for elimination or reduction of fuel tax, this "wouldn't be the end of the story."

## Integration

Mr. Strauss saw much of the answer in the maximum amount of integration or amalgamation between road and rail. "The experts know the facts, but the politicians have to make the decisions."

He said that, if the criterion of an uneconomic service was that it made a financial loss, a vast part of the British transport structure was uneconomic. The criterion should rather be: was the service essential to the public need, and was it run efficiently? If it was, it must be retained. It was the duty of the nation to do so.

The only problem was where the money was to come from, and in this respect

cross-subsidization—an accepted system in many industries—was part of the answer. Another was the reduction of the cost of using public transport—perhaps by as much as a half. Operators might then lose more than before, but it could represent a national saving in relation to other costs, particularly those involved in pandering to private vehicle users, who should be discouraged to the maximum from coming into towns.

## No More Closed

Mr. Strauss said that, broadly speaking, no more railway lines should be closed, and that there must be a reconsideration of the profitable concept of nationalization. There must be no public complaint or outcry if the railways, as services essential to the nation, make a loss.

Later, he said that he was in favour of eliminating fuel tax on public service transport. "There is no possible justification for it." He advocated a greater degree of cross-subsidization in transport, plus some form of direct subsidy if necessary.

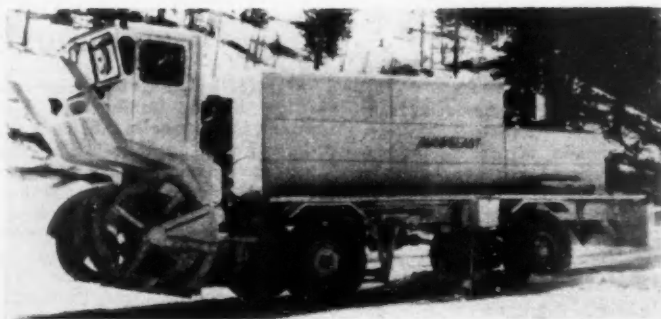
The conference agreed at its discussion on Saturday morning to formulate a statement to send to the authorities. The range of topics discussed within the general rural services theme had been so wide, said retiring chairman Mr. W. Lindley, that a formal resolution could not be framed.

Lord Merrivale was re-elected president of the Institute. New chairman is K. J. P. Bowyer, with W. Dale (re-elected) and J. L. Austin as vice-chairmen. L. C. Harrison was re-elected honorary treasurer.

## High-vision Snow Plough

A NOVEL design of snow plough, in which the driving cab is located above the plough head and snow is discharged behind the cab, has been developed in the U.S.A. by the American Snowblast Corporation, Denver, Colorado, an associate company of Rolba, Ltd., 88-92 Rochester Row, London, S.W.1. The layout of the new machine gives the driver far better vision than is possible with a conventional type of plough, in which the snow is thrown out ahead of the cab.

The new plough also incorporates a torque converter, a full-torque shifting transmission and a constant-engaged differential-output auxiliary transmission, thus the machine can travel at a continuous speed of 45 m.p.h. and is capable of ploughing at speeds of up to 30 m.p.h., removing snow at the rate of 2,200 tons



*The Snowblast R-2200 A plough is to be handled in Great Britain by Rolba, Ltd., 88-92 Rochester Row, London, S.W.1.*

per hour, with an ejecting distance of up to 80 ft. in low gear and 110 ft. in high gear.

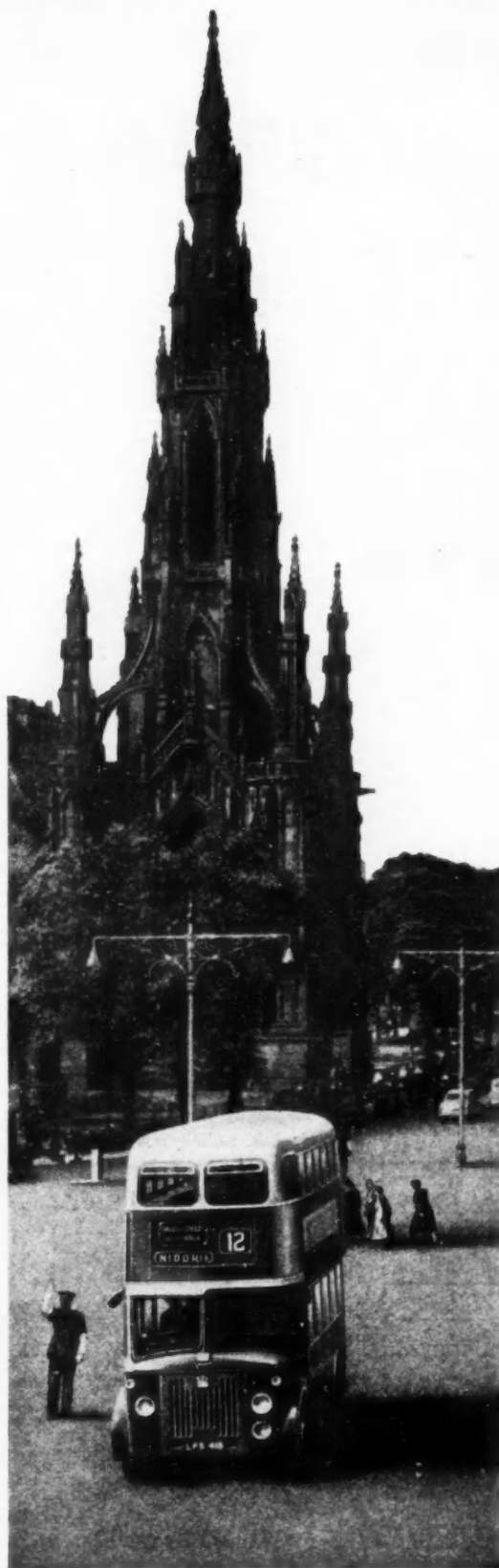
Known as the Snowblast Model R-2200 A, the plough has a Cummins NH-220 220-b.h.p diesel engine and four-

wheel drive. The Rolba plough is driven by a Cummins NRT0-6-IP 335-b.h.p. diesel, located amidships. The machine has an overall length of 32 ft. 6 in., and weighs approximately 17½ tons. Overall width is 8 ft. 6 in.

# Capital!

## EDINBURGH OPERATES 63% LEYLANDS

One of the thirty capital cities which operate Leyland buses, Edinburgh, with a double-decker fleet of 569, has 327 Leyland Titans in service—more than the combined total of all other makes. Powered by Leyland's 125 h.p. diesel, famous for its wide margin of performance and long trouble-free life, these Titans are returning excellent fuel consumption figures and maintaining accurate schedule-keeping on multi-stop city services. But Edinburgh doesn't rely entirely on double-deckers. In their single decked fleet, Leyland Tiger Cubs have proved so popular and efficient that the last order for fifty of these 110 h.p. 44 seaters has been followed by delivery of another fifty designed to seat 47 passengers. And on City Tours, the entire coach fleet is comprised of Leylands—Royal Tigers, Tiger Cubs, Olympics and Aberdonians. Yes, Leylands are certainly proving a capital investment for Edinburgh—as they are for nearly three quarters of all British bus operating municipalities.



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In every case the tests have shown an  
improvement in miles per gallon with Michelin 'X'  
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Here are a few examples:—

Date of trial	Type of vehicle tested	Distance covered by test vehicles with equal amounts of fuel		Extra distance covered on 'X' tyres
		—on ordinary tyres	—on 'X' tyres	
Feb. 1961	5-ton lorry (flat) Diesel engine	271.0 miles	313.1 miles	42.1 miles
Mar. 1961	997cc. Saloon car	398.0 "	431.6 "	33.6 "
Mar. 1961	41-seater coach Diesel engine	291.1 "	322.9 "	31.8 "
Mar. 1961	1489 litre Saloon car	336.8 "	363.0 "	26.2 "
April 1961	1-ton Delivery van (petrol)	326.6 "	344.6 "	18.0 "
April 1961	4-axle 12-wheeler 24-ton gross	221.4 "	248.6 "	27.2 "

The fuel saving with Michelin 'X' tyres is due to unique manufacturing quality and to their special construction which reduces rolling resistance. A single-ply casing of steel cords laid radially (A) flexes more easily, a braced tread (B) prevents tread distortion.

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1861/28/G



# Removing "Down Under"

*Vast Distances and Unbalanced Population Concentrations Complicate the Australian Remover's Operation, But Costs Remain Comparable to Other Countries*

DESPITE the large mileages inevitably involved in journeying across a country so large as Australia, there has surprisingly been an increasing preference for the petrol-engined vehicle by local removers. This was stated by Mr. J. A. S. Warwick, of Perth, W. Australia, when addressing the British Association of Overseas Furniture Removers at their Annual Conference at Turnberry last Thursday.

Australian transport problems were complicated by a high proportion of their population being around the south-eastern seaboard as well as by the size of the country with mileages of approximately 1,800 from north to south and 3,000 from west to east. Nevertheless, Mr. Warwick contended, there was no evidence to support the suggestion that Australian transport costs were higher than other comparable countries overseas, despite their comparatively limited population of 10½m.

## Industrial Expansion

Australia was bustling through a period of industrial expansion. As an example, Mr. Warwick said that in Western Australia in the year 1947-48 primary industry comprised 75 per cent. of the total, and secondary industry the balance. Ten years later secondary industry was accounting for 45 per cent. To serve these industries Western Australia had 4,000 miles of permanent way and 8,900 miles of roads. This expansion continues, added Mr. Warwick.

Relative to the selection of vehicles, removers in Western Australia had much in common with those in the United Kingdom. Austin and Bedford chassis were popular, whilst the type of van varied. Some favoured the Luton type body, whilst both ramp tailboards or alternatively half goose-neck boards with chains were employed. For inter-state use, the heavier-type oil-engined vehicle such as Leylands or Fodens were operated and these were nearly always articulated.

Van packing involved the use of pads, quilts, blankets, etc. with straps and trolleys. Vehicles used for intra-state work averaged around 29 tons, whilst those employed on inter-state removals would be about 40 tons.

Regarding the organization of their transport associations, each state had its own autonomous state association and each of these has a furniture removal section. Each state association revised costs yearly, said Mr. Warwick, and determined whether an increase was necessary. As to intra-state charges, the Australian Road Transport Federation was currently operating a system to ensure that costs were checked yearly on a routine basis.

Local removal rates were quoted in the majority of cases, either per hour, or per mile, with a ratio of 40 cu. ft. per ton.

Relative to advertising, associations in Australia considered that the quality of the job performed, the appearance of vans and equipment, the courtesy of the men and the efficiency of the administration were the best means of publicity. Additionally, direct advertising to business houses, embassies, consulates and such institutions as banks was common in his state, Mr. Warwick revealed. Advertising in trade magazines including journals both in Australia and overseas was practised whilst the use of gimmicks was common.

They did, however, try to guard against the lack of impact, which expenditure on advertising in scattered magazines and radio could give, unless such a policy was conducted on a very large scale.

Most operators took out calamity cover insurance for their fleets and prepared separate declarations as and when required for local and inter-state operation. There was a swing, however, Mr. Warwick added, in favour of transit policies. In that event the amount of premium was based on the turnover and might be between two and three per cent. His own company bought at two per cent., and sold at five per cent. intra-state and at 20s. per cent. for inter-state and overseas removals.

## Australian Prices

A pantechnicon van built on a quantity-produced chassis would cost £A2,988 divided between body £A1,100 and chassis (two-speed axle) £A1,888. Licence duty would cost £A55 13s. Restrictive licensing did not apply in Australia and any operator could increase or decrease his fleet or capacity. The Australian associations had considered this aspect but so far—rightly or wrongly—had shelved any decision. But in view of the adoption of a system of licensing both in the United Kingdom and other countries, Mr. Warwick considered that its application to Australian operators could be advantageously reviewed.

They did, however, have several acts controlling transport in Australia including the Traffic Act and Regulations, Transport Co-ordination Act, Common Carriers Act and Warehousemen's Liens Act. The Commonwealth Government of Australia imposes the following taxes on transport operators:—Petrol 1s. 3d. a gallon, oil fuel 1s. a gallon, parts 13½ per cent., tyres 12½ per cent. and vehicles 16½ per cent.

Describing the problems of a long haul in Australia, Mr. Warwick said that where a removal was being undertaken between

Western Australia and the eastern seaboard, the 375 miles from Perth to Kalgoorlie would be over a first-class bitumen road capable of carrying heavy traffic. Whilst desert crossings were not necessarily hazardous, the climatic conditions could have disastrous effects on tyres as well as causing breakdowns and delays and fantastic wage bills.

## Desert Crossing

The majority of removers' vehicles making a similar journey now rolled their vehicles on to a railway wagon at Mile-end near Kalgoorlie and crossed the desert in 26 hours. Although the cost is relatively high—£A258—the saving in wages, tyres and vehicle wear and tear, together with the quicker turnaround, paid off handsomely, Mr. Warwick said.

The Australian Road Transport Federation was keen to establish an organization comparable to the Institute of the Furniture Warehousing and Removing Industry with a view to raising the standard of their removal industry. This would involve the establishment of trade schools and particular attention to record analysis and costing, and the issue of a trade manual.

Replying to a subsequent question by Mr. R. J. Murrin, the newly elected president of the B.A.O.F.R., as to why there was an increasing trend to purchase petrol-engined vehicles for removal work in Australia, Mr. Warwick said that in addition to the disadvantage of the higher capital cost, long-distance operators found that there were many areas where they were unable to get maintenance facilities for oil-engined vehicles, although these were readily available for the petrol-engined version of similar type.

A review of the international removal scene was given in a paper prepared by Mr. L. O. Woodbridge and read in his absence, owing to illness, by the president, Mr. R. J. Murrin. After many months of negotiation it had been agreed that conditions relative to removals, as well as to merchandise should be included in the Convention which was to become operative on January 1, 1962, and it would be obligatory to the five signing nations. For British contractors there was some doubt as to the geographical limit of the Convention and whether members of the B.A.O.F.R. should continue to apply the existing conditions for countries outside Europe.

A discussion followed as to the possibility of the purchase in bulk by the Association of cartons. Central buying could reduce costs by 20 to 30 per cent., although some members doubted the practicability of such a scheme.



(Left) Up and over loading doors are featured on the SD Fore and Aft tippers.

**F**ORECASTS suggest that a couple of new vehicles of exceptional interest are likely to make their appearance at the Institute of Public Cleansing Conference at Aberdeen next week, but details were not obtainable at the time of going to press. As usual there will be a parade and demonstration of mechanical appliances on the Wednesday and on this occasion it will take place at Hazlehead. The once-popular moving-floor refuse collectors seem unlikely to be represented this time.

The demonstration of earth-moving equipment will be staged on Thursday afternoon at the Seaton site, Aberdeen, but this year it does not seem likely that so many units will be displayed as in recent times, the distance to the conference centre being something of an obstacle where transport of heavy machinery is concerned.

The main interest in the exhibits of Shelvoke and Drewry, Ltd., is likely to concern the 50-cu.-yd Pakamatic which is making its first appearance at this conference and will be seen equipped with the patent SD air-operated hygienic shutters. The chassis incorporates a Leyland 110-b.h.p. diesel engine, together with 10-ton rear axle and 5-ton front axle.

A crew cab, with four wide doors, gives comfortable accommodation for the driver and six loaders, there being low, built-in, steps for easy entrance. Vehicle width is 8 ft. and space within the body is 19 cu. yd. It will carry the maximum permissible gross load for a two-axle chassis, and has a direct-thrust hydraulic loading system. Easy discharge of the load is ensured by the 50° angle of tip.

In addition, SD Fore and Aft tippers will be seen, the loading flaps of the rear doors on these models working on the up and over principle, a notably

R30

(Right) The Gibson-Paladin bin-lifting equipment in action.



## Newcomers of

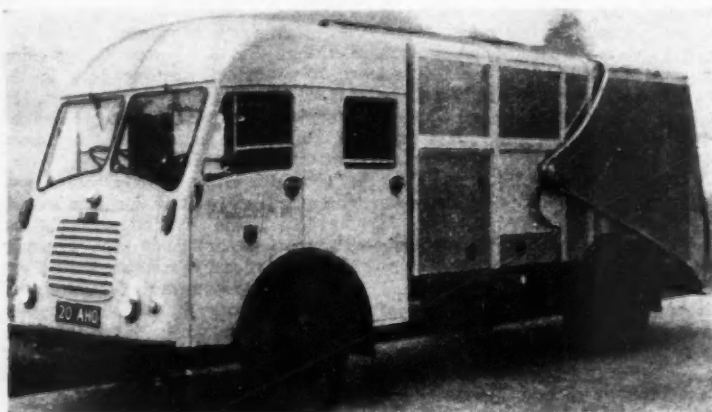
simple system of operation appropriate to cleansing work.

With a 17-cu.-yd. body and Zoller dustless loading shutter, the Haller refuse collector shown by Glover, Webb and Liversidge, Ltd., demonstrates a design which has achieved considerable success on the Continent. This model is one of a repeat order for the City of Birmingham in connection with that authority's dustless-loading programme.

Ground loading, a high degree of compression, and simplicity of mechanism, are combined in the Blenheim 18-24-cu.-yd. collector which is based on the Glover Loadmaster. This

machine will be mounted on a Karrier heavy-duty chassis with crew cab. This company's Dual Tip collectors are represented by 25- and 12-13-cu.-yd. models, the junior type being of small dimensions for use in crowded city centres and backways. The Karrier Bantam chassis with coach-built crew cab is used for this particular unit, which is destined for Manchester.

In an entirely different class from the foregoing will be the offering of Scammell Lorries, Ltd., the principal feature of which is the Scarab three-wheeled 6-cu.-yd. side-loading refuse collector, particularly suited for work in confined spaces or dealing with



The Dennis Paxit, the latest in the series of which has automatic continuous loading collection, with hand-operated dustless loading for small bins.

*The Dual Tip refuse collector on a Karrier Gamecock 11 ft. 9 in. chassis.*

lightly loaded rounds. This unit has a four-speed gearbox, pressed-steel frame and coil-spring front suspension. The body, which can be fitted for either power or hand tipping, has two loading ports on each side and twin hinged rear doors. With a turning circle of under 20 ft. these vehicles are extremely manoeuvrable. The standard power unit is a 45-b.h.p. petrol engine but a Perkins 55-b.h.p. diesel engine is available as an alternative.

First shown to the I.P.C. at the 1960 conference demonstration, the Tippax body from Dennis Bros., Ltd., carries a 20-cu.-yd. forward and rear tipping refuse body, the actual machine being one supplied to the Aberdeen County Council. In order to convert it for use in a different sphere a simple set of equipment can be obtained which will facilitate the dustless discharge of bulk containers.

small bins and for twice-weekly rounds. Sets of power-operated dustless loading equipment for 2.5-cu.-ft. or 3.2-cu.-ft. weekly collection bins are available, as is power equipment for bulk container dustless discharge. An example of the Paxit II collector,

destined for Ceylon, will also be shown.

Main improvements in the range of John Gibson and Son, Ltd., concern the hydraulic loading lines of the pressure system, a prototype of which was to be seen at last year's demonstration. The load ram is now mounted on the vehicle chassis, being connected to the rear barrier by means of a hinge link into which a hook on the barrier fits. Under the old system this ram was carried on the body only, the long

## Note at Aberdeen?

*Possibility of One or Two Entirely New Vehicles at Next Week's Institute of Public Cleansing Conference in Scotland: Distance to the Centre May Limit Amount of Heavy Machinery Shown*

The Dennis Paxit III, which will also be seen, follows the well-established design of this series, having automatic continuous loading collection, with hand-operated dustless loading for



*(Above) The latest Eagle Cleanload refuse collection body, a 12-24-cu.-yd. model with continuous loading drum. (Left) Another of the Eagle Engineering Co.'s products is this gully-emptyer, seen here on a Thames Trader chassis.*

lengths of hydraulic piping resulting in a serious loss of pressure.

The longest run of pipe is now approximately 7 ft., from the pump to the end of the load ram. Thus it has been practicable to reduce working pressures, so saving wear and tear on valves, pumps and couplings. On discharge, by means of the hook mentioned, the rear door uncouples itself automatically from the load ram connection.

By reason of an interlocking arrangement the vehicle can be tipped only when the door is in the extreme rear position. A Gibson Pendulum 16-24-cu.-yd. compression refuse collector will be demonstrated on the Bedford 1K 151-in.-wheelbase 7-ton chassis



*A Scammell Scarab 6-cu.-yd. side-loading refuse collector, with all-steel body and four loading parts each fitted with sliding shutters.*

with Gibson crew cab. Another Pendulum will be seen on a Karrier Gamecock chassis and on a Commer 7-tonner there will be a third Pendulum, this time with a Gibson-Paladin bin lifter at the rear.

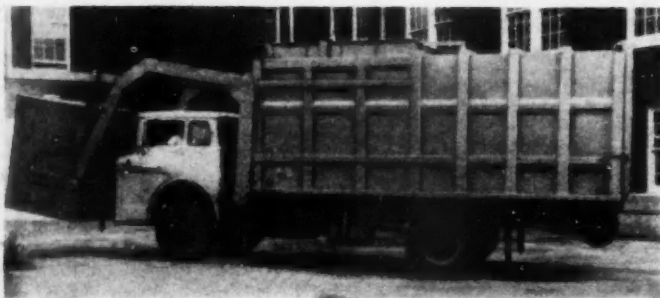
An air-operated dustless loading shutter is featured on the latest Cleanload collection body by the Eagle Engineering Co., Ltd. This is a 12-24-cu.-yd. model with a continuous loading drum revolving at 4 r.p.m. The rear door, which forms the loading hopper, is raised for the discharge of the drum contents. The drum itself is lagged for quietness and is covered by a streamlined glass-fibre shroud which has detachable alloy panels for inspection and maintenance. The Eagle unit mentioned is another of those intended for employment in Birmingham and is mounted on an Austin 7-ton chassis with crew cab.

A notable feature of the Eagle offering is the Compressmore 16-24-cu.-yd. collector body, which has the floor sloped at the rear to give a reduced loading line, the rear surface being covered with a special quality of corrosion- and abrasion-resistant steel. The compression plate forming the loading hopper is operated by a hydraulic ram mounted at roof level, the plate itself

being retracted upwards into the roof when the body is emptied by use of the front ram. A stabilizer is fitted to give added safety when tipping on rough ground. The chassis employed in this instance is a Bedford TK.

Several outside machines will be shown by the Powell Duffryn Engineering Co., Ltd., notably the Dempster Dumpmaster DB 30, which is a compressing bulk transporter of 30-cu.-yd.

*(Right) The model 22,000T 15-cu.-yd. Dempster Dinosaur mounted on an Atkinson six-wheeled chassis will be on show. (Below) The 18 DB Dumpmaster automatically picks up and empties into its own body loads of 1,500 lb. in containers of from 1 to 3 cu. yd. to a gross payload of 4½ tons.*



nominal content and 75-cu.-yd. refuse capacity, carried on an A.E.C. Mammoth Major eight-wheeled chassis. Next comes the Dempster Dinosaur 22,000T transfer loader and transporter, mounted on an Atkinson six-wheeled chassis. Containers from 8 to 30 cu. yd. capacity come within the scope of this unit, which can set its own body down on ground or dock and will lift it again for transport purposes.

The Dempster Dumpster hoisting unit, which can handle containers up to 15 cu. yd., will be shown on a Bedford forward-control chassis. There will also be a Dempster Dumpmaster on a Thames Trader, fitted with a County third axle.

In addition to the examples mentioned earlier, the products of Karrier Motors, Ltd., will be demonstrated separately by that company. There are three such models, the specialized body work in each case being by Glover, Webb and Liversidge, Ltd. One is a Blenheim 22-30-cu.-yd. compressing vehicle, the power unit employed being the Rootes 3-cylindered diesel engine. Alternatives for this model are the Rootes 6-cylindered petrol unit or the Perkins Six 354 diesel engine. Specimens of these engines will be seen on the other Karrier exhibits.

The well-known Jekta telescopic body, a product of Walkers and County Cars, Ltd., will be making a reappearance in the arena, the particular example being seen on a Leyland Octopus chassis. Initially the Jekta design was being made with a capacity of 21 cu. yd. but, as in other spheres of the transport world, sizes tend to increase and current orders are calling for 34 cu. yd. A particular feature of the horizontal system of discharge is

*(Continued on page 617)*



## A NEW AUSTIN SMALL VAN

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*(that's only 25 feet shorter than Nelson's Column!)*

### Enormous load space — for 10-12 cwt.

160 cubic feet capacity. A55 1489 c.c. engine. Easy low loading because of small size wheels. Double rear doors, slide or swing cab doors. Roomy cab comfort. Side loading door optional extra.

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First ever commercial vehicle styled by top Italian designer Pininfarina. Also available as a pick-up truck or chassis cab unit.

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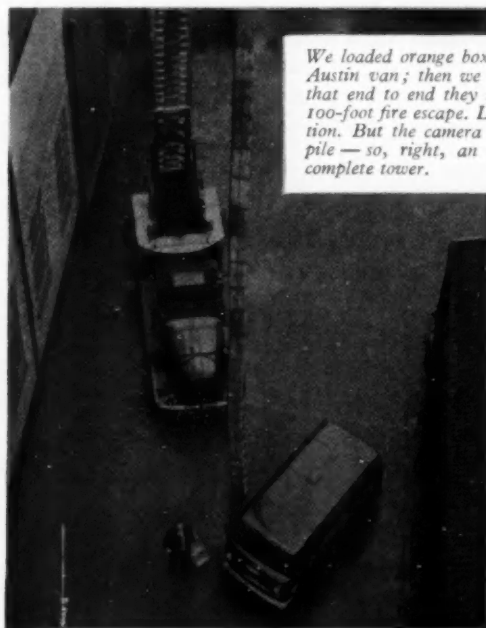
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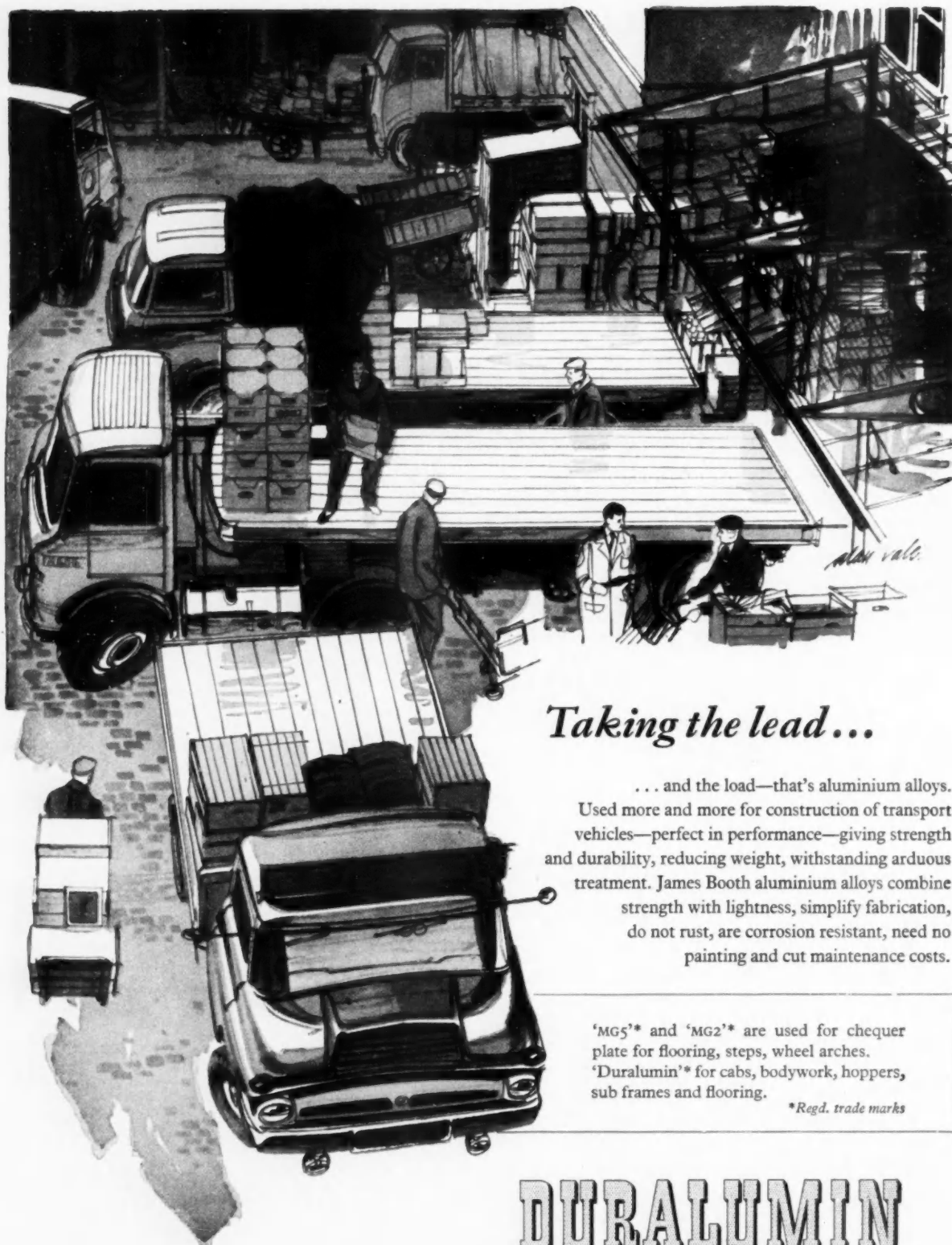
Overseas Business—Austin Motor Export Corporation Limited, Birmingham, England.

London Showroom: 41-46 Piccadilly, London, W.1.



*We loaded orange boxes on this new 10-12 cwt. Austin van; then we stacked the boxes to prove that end to end they stood 20 feet taller than a 100-foot fire escape. Left, the start of the operation. But the camera couldn't take in the whole pile — so, right, an artist's impression of the complete tower.*





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*\*Regd. trade marks*

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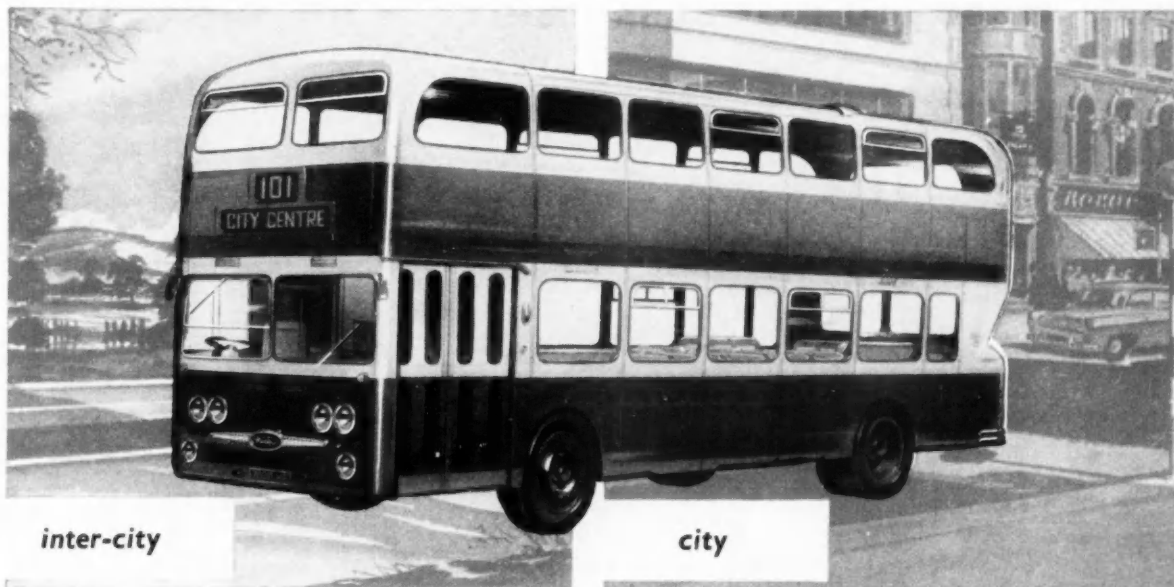
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78 seats with flat floor and central gangways in both upper and lower saloons.

Low frame with dropped axles permits high or low bridge body styles.

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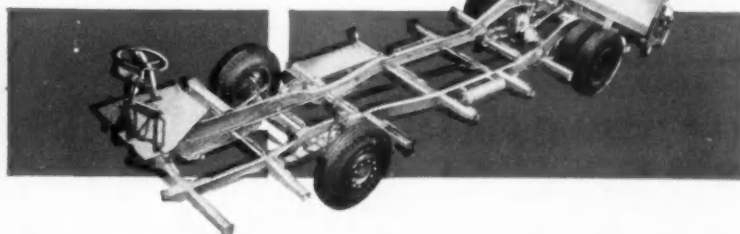
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*The front axle radius arms are seen in the upper inset picture; while the lower picture shows the rear axle assembly.*

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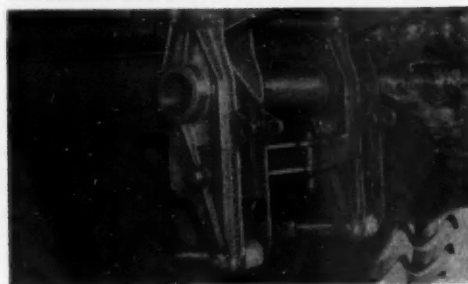
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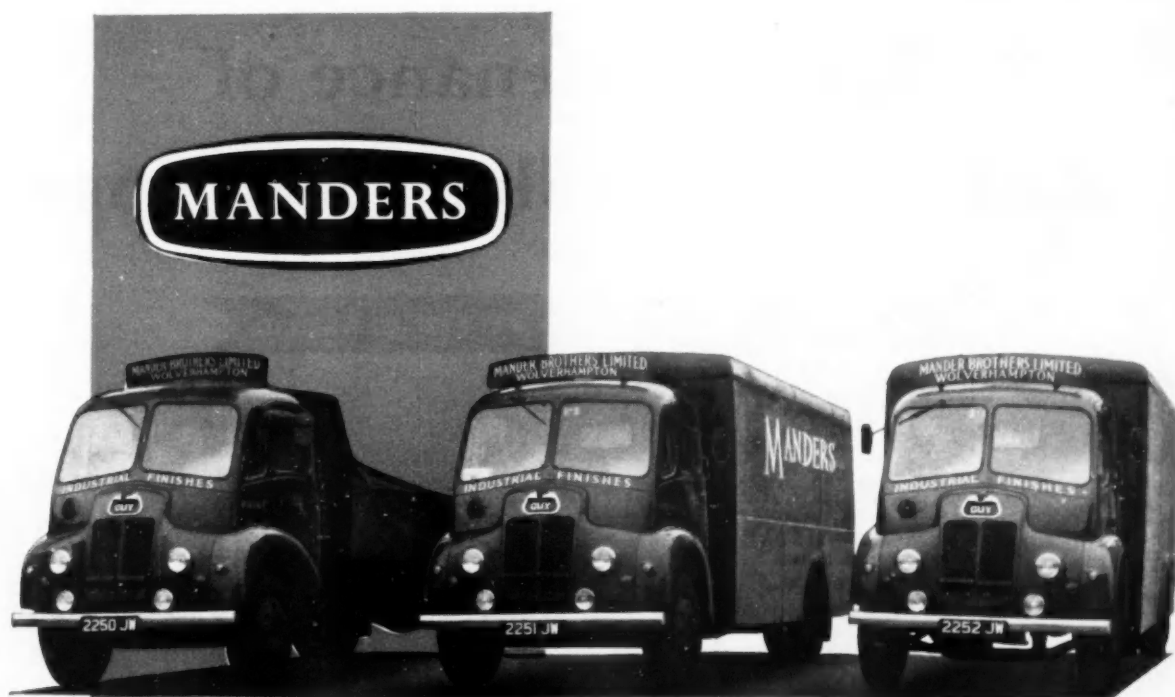
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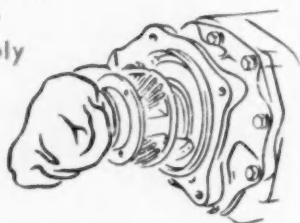
# The maintenance of Ball and Roller Bearings

NO. 1 OF 6 | CHECKING A FITTED BEARING

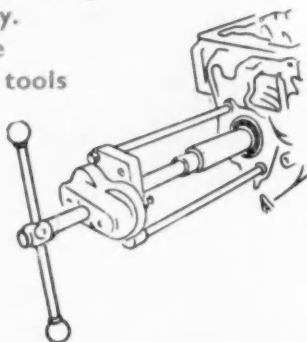
Clear loose  
dust and dirt  
from  
surrounding  
parts



Cover exposed  
bearings until  
ready for  
reassembly



Extract bearing  
carefully.  
Use the  
correct tools



Time and trouble can often be saved by inspecting a ball or roller bearing before it is removed. Often, the cause of a failure lies elsewhere and the fitting of a new bearing is no solution. Also inspect bearings which may be exposed during the progress of some other job. To locate trouble which is just starting will avoid future difficulties.

A ball or roller bearing represents precision engineering of a high quality and must be treated accordingly. Before starting on a job which will lead to an exposed bearing, make sure that all loose dust and dirt is removed. Hub bearings, for instance, can easily be ruined by dirt knocked from the underside of the wing.

As soon as the bearing is open to inspection, check that there is ample clean grease or oil within the tracks. There should be no signs of dirt, contamination (perhaps by particles rubbed off the cage) or corrosion. The cleanliness of the lubricant can be assessed by rubbing a little between your fingers.

Next check the cage which separates the rolling elements, since this often shows the first signs of something being wrong. There should be no traces of rubbing, wear or cracks.

If the bearing and its surroundings seem quite satisfactory, then wrap it in cloth or paper until the other parts are replaced. Make sure that the wrapping will not shed any fluff. If the bearing seems doubtful, remove it as carefully as possible. This is sometimes difficult but it is most important to find out the cause of any trouble there may be. Damage done during removal may destroy vital evidence.

The bearing has to be removed from both shaft and housing and one may be easier than the other. Do the easy job first and give yourself more room.

*Most bearing failures are due to bad working conditions. These notes will help you to enjoy long and trouble-free bearing life. Ask for R&M Bearings to make sure.*

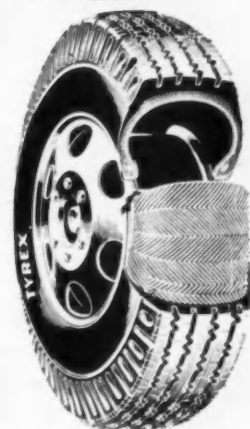


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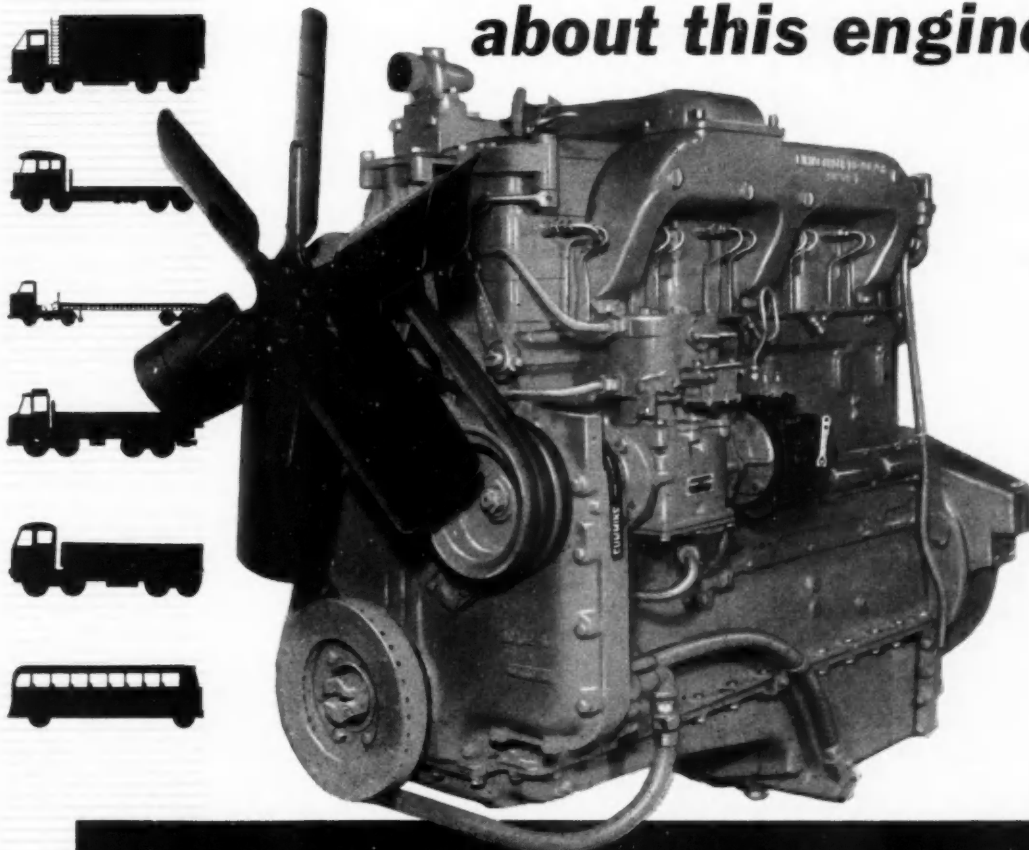


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\*Quoted in 'Motor Transport' June 10th, 1960.

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that no extra load can be imposed on the rear axle, an important consideration when working on uneven ground.

Pedestrian-controlled electric trucks for street cleansing come from the Stanley Engineering Co., Ltd., who will be exhibiting an end-tipping orderly, also the Manulectric 4 which is designed to handle a dozen square bins of  $3\frac{1}{2}$  cu. ft. capacity each. For the first time this company will demonstrate a manual two-bin street orderly which is built in light alloy and carries a pair of  $3\frac{1}{2}$ -cu.-ft. glass fibre bins which weigh 16 lb. each, or approximately half the weight of galvanized bins of the same capacity. Recent improvements in the orderly are the use of two steel-reinforced aluminium skids at the rear and a single castor wheel in front in place of the four legs previously employed.

Gritting equipment is a speciality of Atkinson's Agricultural Appliances, Ltd., which company will make a special feature of a trailer gritter which has a hopper capacity of 2 tons and will distribute grit, ash, sand or salt, over variable widths from 6 to 40 ft. As an alternative to steel, the bodywork can be supplied in glass-fibre-reinforced plastic. A similar alternative is available with the Atkinson chassis-mounted bulk gritter which is to be displayed on a Thames, with the spinners situated forward. An hydraulic valve is incorporated in this machine to reverse the belt for rear off-loading.

From the wide range of rotary snow ploughs by Rolba, Ltd., which comprises machines with capacities from  $2\frac{1}{2}$  h.p. to 300 h.p., three will be shown at Aberdeen. The trio includes the Rolba-Kloeckner which is believed to be the largest snow-blower ever shown at a British exhibition. This is one of two similar machines in possession of the Aberdeen County Council and has a clearing width of 8 ft. 4 in., which can be increased if necessary to 11 ft.



*The Bedford-Lacre sweeper-collector.*

6 in., with a capacity of 1,500 tons of snow an hour. Intended for use on trunk roads, the Rolba-Kloeckner incorporates an air-cooled 90-h.p. transport diesel engine, there also being a 180/200-h.p. 12-cylinder air-cooled diesel engine for plough operation carried in the van body.

This star performer will be supported by the Rolba Snow-boy, a pedestrian-operated blower which is stated to perform the same work as 100 shovel men and will load a 5-ton lorry within three minutes. There will also be the Rolba 2012, which is a self-propelled unit with driver's cab and centralized controls.

In the road sweeper class there will be exhibited the Bedford-Lacre sweeper-collector and the Bedford-Lacre suction road sweeper-collector. The latter is built up on the Bedford KFS forward-control chassis, being available with a variety of alternative equipment to meet the differing needs of local authorities and to deal with either normal usage or dual carriage-ways and one-way streets.

The exhaust unit is located behind the cab. A 19-in. gutter collector brush, on the left, is connected to the dirt container by the suction hose whilst in front is an extension brush, set at an angle to the chassis, which feeds the collector brush, so increasing

the effective sweeping width to 6 ft. The welded steel plate dirt container incorporates a water tank in the bottom.

From Lewin Road Sweepers, Ltd., will come the Sweepmaster road-sprinkler-sweeper-collector which is fitted with a vertical wire scarifying brush and has controllable high-pressure water jets fore and aft of the brushes. Tipping and lowering of the 3-cu.-yd. capacity Lewin Mechanical Orderly sprinkler-sweeper-collector is by push button control. The sweeper is fitted with a main traverse rotary brush and a vertical channel scarifying brush, both raised and lowered independently by electro-hydraulic button to give adjustment to suit varying road conditions.

Among the specialized units also to be found at the demonstration will be an Eagle 800-gal. gully emptier with a tank divided into two compartments, one of 530 gallons for sludge and the other of 270 gallons for clean water. An example of the Dennis range will be provided in the form of a 1,400-gal. cesspool emptier.

A David Brown 50TD shovel is to be demonstrated by David Brown Construction Equipment, Ltd. This is a tracklayer unit carrying a bucket of 1 cu. yd. struck capacity. The engine develops 35.5 drawbar h.p. at 1,600 r.p.m. Lifting capacity is 4,000 lb. and lifting time from ground level to maximum height of 10 ft. 6 in. is 5.6 sec.

Three vehicles will be demonstrated by the Ford Motor Co., Ltd., all with bodywork by Eagle. The first is a 3-cu.-yd. refuse collector on a Thames 15-cwt. chassis with two covers on each side. Hand-operated screw or manual hydraulic gear tips the body to an angle of 45 degrees. A Compressmore body of 12-20-cu.-yd. capacity will be seen on a 5-ton Trader chassis with Ford oil engine. The third unit is an M50 800-gallon cesspool emptier, again on the Trader chassis.



*The Eagle Compressmore 16/24 cu. yd. collector body has the floor sloped to the rear to give a reduced loading line.*



(Above) One of the horses and drivers hired by Wood Green for refuse collection. Four such teams are hired by the day under contract at £3 apiece. (Below) two of the eight Scammell containers and one of the mechanical horses used by the borough. Couplings are interchangeable, and the two mechanical horses are used for the collar work of relaying full containers to the destructor. It is claimed that the system is more economical than a fully mechanized one.



THE municipal authority of Wood Green, on the outskirts of London, is one of the few urban districts in the British Isles still using horses for refuse collection.

An interview with Mr. J. V. Hudson, the deputy borough engineer, revealed that not only was the system in use satisfactory and more economic than a mechanical one, but that the cost of conversion and upkeep would be uneconomic at present with no advantage in efficiency.

In 1934 Wood Green employed nine horses and carts with a Shelvoke and

Drewry side-loading freighter, manned by 23 men, for refuse collection. After trials with several new systems, including the Kuka type, the Scammell relay system was adjudged most suitable to the borough's needs and has been used ever since. This necessitates the use of four horses hired by the day, with drivers, under contract at £3 apiece, eight Scammell containers for door-to-door collection with interchangeable couplings and two mechanical horses, the labour force required being only 18.

The tractors do the collar work and

relay full containers to the destructor, replacing them with empties, and the net result is one of the cheapest refuse collection services in the country. The area covered is 1,607 acres with a population of 50,000, requiring the removal of 220 tons weekly.

#### Petrol Engines

Mr. F. A. Curson, the works superintendent, estimated that the tractors in use cover an average of 550 miles a week. Petrol engines are used because they are found to be more economic for constant starting and stopping. The average tractor life is about 10 years. The drivers are allowed time for cleaning and maintenance each week and the borough carry out all their own repairs, including replacement of engines. Apart from occasional recon-

## Four Horse-power at Wood Green

ditioning of the front suspension and steering units, the tractors require little attention and the back axles and gears last the life of the vehicle. One spare is kept in case of breakdowns.

The containers, which have removable shafts for the horses, can hold up to 12 cu. yd. of refuse and have a movable rubber floor with a manually operated shield for compressing the refuse. They are rear-loading and obviate any need to tip. Periodic overhaul is given but hub and tyre wear is low and again average life is 10-12 years. A Bedford 2½-ton lorry



is used part-time for certain shops and inaccessible spots.

Refuse collection averages about 12,000 tons a year and collection costs about 32s. 10d. per ton of refuse in an area that is fully developed, except for some rebuilding which includes blocks of flats.

The northern side of the borough is hilly and work starts at the boundary at 7 a.m., the tractors hauling the containers to their starting points and allowing the horses to work downhill. Crews are kept contented, despite the low national scale of wages, by allowing them to finish when their round is completed. The destructor at Western Road, which has been modernized, is in a central and advantageous position for disposal.

Some interesting figures were provided by Mr. Hudson of the cost of operating the service. In 1932 the cost of refuse collection was 8s. 11d. per ton; in 1937, after the relay system came fully into operation, it was reduced to 7s. 7d. By 1958-59 it had risen to 32s. 10d., almost entirely due to increases in wages and the cost of petrol.

At the present time, salaries and wages amount to £9,328; mechanical transport, including drivers' wages and depreciation, £7,664; horses, harness and driver, £3,150; the total net cost with other items, including £3,554 towards the central administration charges, being £23,696. Income includes £1,200 from trade refuse collection.

If mechanization was decided upon,

at least four more tractors would be required and drivers would have to stay with their vehicles instead of, as in the case of horse vehicles, helping with the loading.

Comparison with the cost of collection elsewhere, Mr. Curson considered, could not be made unless details of the costing system used were available. Different calculations arose in different areas, particularly when establishment charges were made.

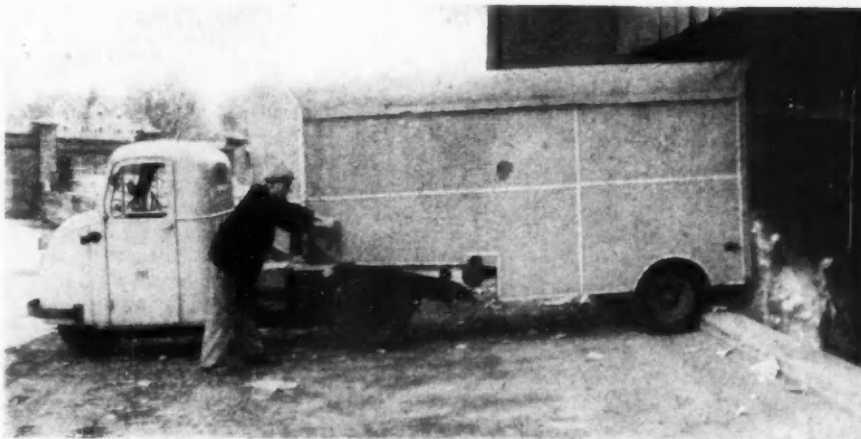
Although there has been some criticism by ratepayers who regard horse refuse-collection as old-fashioned it seems reasonably certain that the economics of conversion and the efficiency of the present operations will keep the horse on the map at Wood Green for some years to come.

Four Horses,  
Eight Containers,  
Two Mechanical  
Horses and  
Eighteen Men  
Operate One of  
the Cheapest  
Refuse Collection  
Systems in the  
Country for a  
Middlesex  
Borough

by  
A Special  
Correspondent



(Above) The two tractors engaged in removing loaded containers and replacing them with empties cover an average of 530 miles a week, moving 220 tons in an area of 1,607 acres with 50,000 inhabitants. Petrol engines are used, and the average tractor life is about 10 years. (Below) A container is unloaded at the destructor in Western Road. The use of the Scammell relay system was decided upon after several trials, and results in one of the cheapest refuse collection services in the country.





*This refuse collector operated by Stroud Rural District Council is based on a Dennis Paxit chassis with a Perkins power unit. In the foreground is the Thwaites Nimbus T.3 dumper with a Petters air-cooled engine.*

## Diesels Aid



*Mr. H. F. Critchley, surveyor and chief engineer of Stroud Rural District Council Cleansing Department. Oil engines have been adopted throughout the fleet.*

**O**PERATING in an area of over 35,000 acres, the five Dennis refuse collectors of Stroud Rural District Council travel relatively long distances over very hilly routes to collect material from around 10,000 premises for delivery to a reclamation site near the centre of the town. Total population of the area exceeds 32,000.

Based on Dennis Paxit chassis with Perkins P.6 power units, the three larger collectors in the fleet are of the Dennis rear-loading carrier type with Duramin bodies, two of which have a capacity of 22 cu. yd. whilst the capacity of the third vehicle is 15 cu. yd. Both types are fitted with a 3-cu.-yd. salvage compartment.

The remaining refuse collectors are powered by Perkins P.4 engines and are equipped with Glover, Webb and Liversidge all-steel bodies of the rear-loading moving-floor type having capacities of 10 cu. yd. and 6 cu. yd. A salvage compartment of 2-cu.-yd capacity is provided in both cases.

Other vehicles in the fleet comprise a Dennis P.6-engined cesspool emptier; a Morris-Commercial 30-cwt. van powered by a B.M.C. 2.2-litre diesel; two Morris-Commercial J.2 vans of 15 cwt. capacity fitted by the vehicle makers with Perkins 1.6-litre Four 99 units; and a Dennis 7-ton three-way tipper having Edbro lifting gear and all-steel body. A Bristol Duplex bulldozer



*(Below) This Morris-Commercial 30-cwt. van is used for carrying men and materials to housing estates for the maintenance and repair of some 1,500 council houses.*



*(Above) A Dennis Paxit loader engaged in kerbside collection from litter bins in outlying residential areas. Material is taken to the central reclamation site.*

equipped with a Perkins P.3 engine is employed on the tipping site, and this is used in conjunction with a Thwaites Nimbus T.3 dumper having a Petters air-cooled engine.

In the interests of economy the "kerb-side" method of refuse collection is practised throughout the area (householders deposit the bins near the entrance to the premises). In special cases, such as the householder's old age or infirmity, the material is collected from the rear of the premises in the normal way. Kerb-side collection reduces the number of personnel required by around 50 per cent., the normal complement of driver and four or more loaders being reduced to a total of three men in the case of the 22-cu.-yd. machines and two men for the smaller vehicles, the driver in every case assisting the loaders.

On average each vehicle delivers over two full loads

*Rural Operator Finds Oil-engines More Economical When Employed on Short Distance Collections in Hilly Terrain. Fuel-cost Saving of up to 50 Per Cent. Attained With 30-cwt. Van, Compensated for Initial Higher Cost*

# Economy For Short Distances

by  
**P. A. C. Brockington**  
A.M.I.Mech.E.

to the tipping site in a day, the maximum normally being three loads.

Salvage comprising paper and rags is separated from the refuse by the householder and is baled with the aid of an hydraulic press on the tipping site, where ferrous and non-ferrous scrap is extracted from the refuse by the hand-picking method. The value of salvage varies up to about £400 a month, and a salvage bonus paid to drivers and

to 10,000, the project shows promise of providing economic advantages as well. In 1952 the total consumption of seven petrol-engined vehicles was 8,000 gallons, whilst in 1958 10 oil-engined vehicles consumed 6,000 gallons of fuel. Although the total rated output of the engines had been increased by 25 per cent., consumption has been reduced by 25 per cent.

Of the P.6-engined collectors, the 22-cu.-yd. machines average about 8 m.p.g. and the smaller outfit provides an average of about 9 m.p.g. Whilst the heavier vehicles have been running eight years, the 15-cu.-yd. collector has been in operation for less than three years. After the larger vehicles had been running for about 2½ years the engines were replaced with units equipped with Cromard cylinder liners, and have since operated satisfactorily without indication of engine wear.

Fuel consumptions of the P.4-engined collectors vary between 12-14 m.p.g. and 14-16 m.p.g., according to capacity. Both collectors are six years old and power units were replaced last year after the vehicles had covered 40,000-50,000 miles. No major overhauls were required up to the time of replacement.

## Asbestos Carrier

Mainly employed to transport covering material to the reclamation site (such as waste asbestos fibre), the tipper is also used for conveying sludge from the sewage works to the site and for general work, the average monthly mileage being about 500. The all-steel body of this vehicle is based on a Dennis Pax 3 chassis of 10 ft. 0½ in. wheelbase



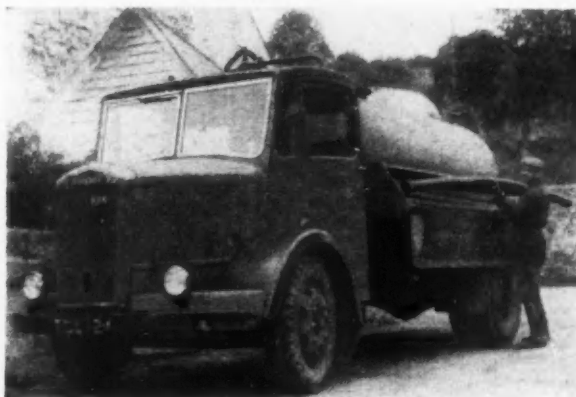
(Above) Two Dennis Paxit Duramin-bodied carrier-type collectors tipping on the central site. That in the foreground has a capacity of 22 cu. yd., whilst the other has a capacity of 15 cu. yd. Both have 3-cu.-yd. salvage compartments.

loaders provides an increase over the normal weekly wage of about £1 10s.

An interesting feature of the tipping site is the obligatory use of 8-ft. close-boarded fencing on the side of the tip adjoining a residential area to eliminate the spread of dust and of an 8-ft. chain-link fence on the opposite side. The close-boarded fence is built of two halves, the lower section of which will remain as a permanent fixture after reclamation has been completed. Expenditure on fencing has been financed by Gloucestershire County Council.

When the heavier types of petrol-engined refuse collector were replaced by oil-engined vehicles in 1952, the decision was made eventually to employ light oil-engined vans in the interests of standardization rather than economy. Despite low annual mileages of around 8,000

(Below) The Dennis Pax 800-gal. capacity gully and cesspool emptier, which is powered by a Perkins P6 oil engine. It averages over 700 miles a month and has run for six years without an engine overhaul.





*This Dennis 7-ton 3-way tipper with Edbro lifting gear is mainly employed for taking covering material to the reclamation site.*

and is equipped with twin-section drop sides, hinged in the centre, which facilitate hand loading. The ability of the vehicle to tip in three directions is particularly advantageous in locating the covering material accurately without waste. Average fuel consumption of the tipper is 10 m.p.g.

The cesspool emptier is a standard type of 800-gallon vehicle and is employed to give a free six-monthly service to householders in outlying districts where mains sewage is not available. Working alone, the driver performs all pumping operations, and it is notable that without change of driver the vehicle returns a consumption of 10 m.p.g. Averaging over 700 miles per month, the vehicle has run for six years without engine overhaul.

All the larger vehicles are equipped with Michelin Metallic tyres which average about 10,000 miles before replacement or retreading by the makers. This mileage compares favourably with that formerly obtained with other makes. Arduous operating conditions on the site frequently cause severe damage to the covers, however, particularly in wet weather, and it is considered that a differential of the limited-slip type would considerably increase the average life of the tyres.

In the main, the 30-cwt. van is used for the transport of men and materials to housing estates for the maintenance and repair of some 1,500 council houses. One of the 15-cwt. vans is employed for general-purpose work, whilst the second van is used for a "flying-squad" service. Conveyance of personnel and materials to burial grounds, the transport of lawnmowers, pumps and so on, the collection of waste paper and runs to sewage works are included in the work of the general-purpose van. The flying-squad

vehicle is driven by a tradesman, accompanied by a mate or an apprentice, who visit up to 20 premises a day to perform urgent minor repairs.

An average fuel consumption of 35 m.p.g. is provided by the Perkins engines of the J.2 vans, whereas a petrol-engined 10-cwt. van (due for replacement in the near future) averages 18 to 20 m.p.g. on a similar service. These oil-engined vans have been operating since November, 1959, and results in the intervening period give promise that the additional capital cost of

employing oil engines will be recovered in five years. Costing is based on a useful overall life of 10 years and on the assumption that no major engine overhauls will be required before replacement of the vehicle.

#### No Attention Needed

Apart from routine maintenance no mechanical attention has been required in the case of the 30-cwt. van, which has now completed about 38,000 miles. Judging by the current performance of the engine the vehicle should complete at least 70,000 miles without a major overhaul. The additional capital cost involved in the purchase of the 30-cwt. van, equipped with an oil engine, was appreciably less than the extra outlay for the converted J.2s, and the fuel saved over five years has more than compensated the higher expenditure. An average fuel consumption of 25 m.p.g. probably represents a fuel-cost saving of 40-50 per cent. Maintenance costs are comparable to those for petrol engines, despite strict attention to fuel injection equipment at regular intervals to maintain efficiency and to obviate black smoke.

It is notable that Stroud Rural District Council were one of the first to adopt the principle of employing an all-oil-engined fleet, and that the decision to employ light oil-engined vans for short distances in a hilly district was criticized by many rural operators in neighbouring areas. Although the J.2 vans have yet to prove their worth economically by operating a 10-year period without overhaul, results so far indicate that this target will probably be attained. Training mechanics to maintain oil engines has presented no difficulties.

*(Below) The Bristol Duplex bulldozer equipped with a Perkins P3 engine, which is used in the tipping area. (Right) A Dennis Paxit rear-loading moving-floor collector equipped with a Glover, Webb and Liversidge all-steel body and a 2-cu. yd. salvage compartment.*







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# Down the Hatch

*Fully Mechanized Refuse-Collection is the Aim in Multi-storey Flat Systems, But Creates Serious Problems in Public Cleansing Techniques : New Developments in Giant Container Handling May Provide Part of the Answer*

by Ashley Taylor, A.M.I.R.T.E., Assoc. Inst. T.

**T**HE march of fashion in building today is all upward, a trend which in theory should lead in the direction of fully mechanized refuse collection, but one that in practice is creating a series of problems for those responsible for public cleansing.

Because of the ingenuity with which such difficulties have been met by replanning of transport, appreciable progress has been registered in many municipalities where initially there was inherently the prospect of uneconomic operation of the collection services. The basic difficulty in many instances has been that the input of refuse into giant containers at multi-storey flats has been of such volume that clearance has been necessary at daily or twice-daily intervals. This has sometimes resulted in long "dead" runs and return journeys by the collection vehicles, where no possibility has existed of dealing with other premises.

## Lack of Planning

Such a situation is a forceful reminder that sometimes major constructional developments take place without proper planning consultation, and the adoption of the advice of the appropriate cleansing authorities. In such situations there is always the fear that the refuse disposal system will of necessity have to be arranged in such a manner that the provision of the service will be unduly costly throughout the life of the premises concerned. Because continuing charges of this

nature are liable to arise, the installation of suitable supplementary equipment will often prove a long-term economy.

## Swedish System

This is a case where the Swedes have a law for it. For more than 25 years a regulation in Stockholm has made chutes compulsory for all dwelling places with more than two floors; refuse dispatched through these chutes has to be wrapped in paper by the householder. Arising from this requirement a machine was introduced recently consisting of a turntable which is placed at the bottom of the chute and carries a dozen large paper bags. Each time refuse falls into a bag an automatic compression device comes into action, the turntable moving round to bring an empty into position immediately the preceding sack has received its full quota. The full bags, each weighing rather less than 1 cwt., are well adapted for removal by either cleansing or normal transport vehicles.

To a very large extent, however, the problem of refuse descending almost from cloud level is a new one in Britain. In the main our cleansing authorities rely on the giant bin, usually of approximately 1½ cwt. capacity, in their dealings with flats and other high buildings. Although the Garchey system of disposal through the main drains is employed in certain centres, in general it is the responsibility of the public cleansing authorities to remove refuse from multi-storey



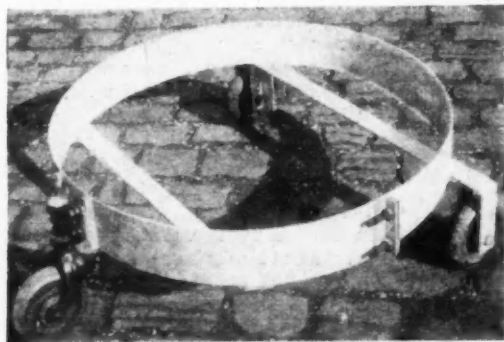
*The simple bin and cradle device designed for use in Manchester, facilitating movement of loaded containers by hand.*

flats by the use of specialized transport equipment employed in conjunction with their normal system of refuse collection.

## Little Burning

In most cases the residents rely on central-heating systems, supplemented by gas and electrical appliances. In consequence with this situation much bulky refuse, instead of being burned, is discharged by means of the chutes as, from time to time, are articles of considerable weight. All of this suggests that the giant container will continue to be a necessity in Britain for a long time to come. Because of difficulties with bulk a number of local authorities have been specifying 18-in. diameter chutes instead of 15 in., which are normal practice.

In order to deal with the difficulty of heavy items being dropped down the chute opinion in some places is growing in favour of an inclined final section instead of a straight discharge but, of course, it has to be remembered in this connection that any bend is doubly liable to blockage or damage. A bar across the hatch aperture at the



*Manchester authorities are using this specially designed cradle for the movement of giant refuse containers.*

receiving end has been found to frustrate those residents who insert such items as tightly rolled old linoleum, a thing that will expand again after dropping a few feet. This may interrupt the flow, or may completely block the chute, clearance being followed by a deluge into the container chamber. All of which easily upsets the collection routine.

### Overflowing Bins

Where only a single container stands beneath the chute, collection teams are, even in the ordinary way, all too liable to find that the bin is not only full, but overflowing. This means that inconvenience, and possibly delays, will arise in the handling. So as to overcome this difficulty and to obviate the need for making special individual collections when heavy discharges of refuse have filled a single bin, the authorities at Salford have planned a turntable which makes it readily possible for a caretaker, on seeing that a bin is full, to swing the next one into place.

### High Capacity

Basically the device provides for four bins to be carried on two pairs of channel supports, mounted cross-wise and carried on a heavy main bearing located in the centre. The bearing arrangement has been produced by the Roballo Engineering Co., Ltd., and is of high load-carrying capacity, having initially been designed for employment in heavy duty cranes.

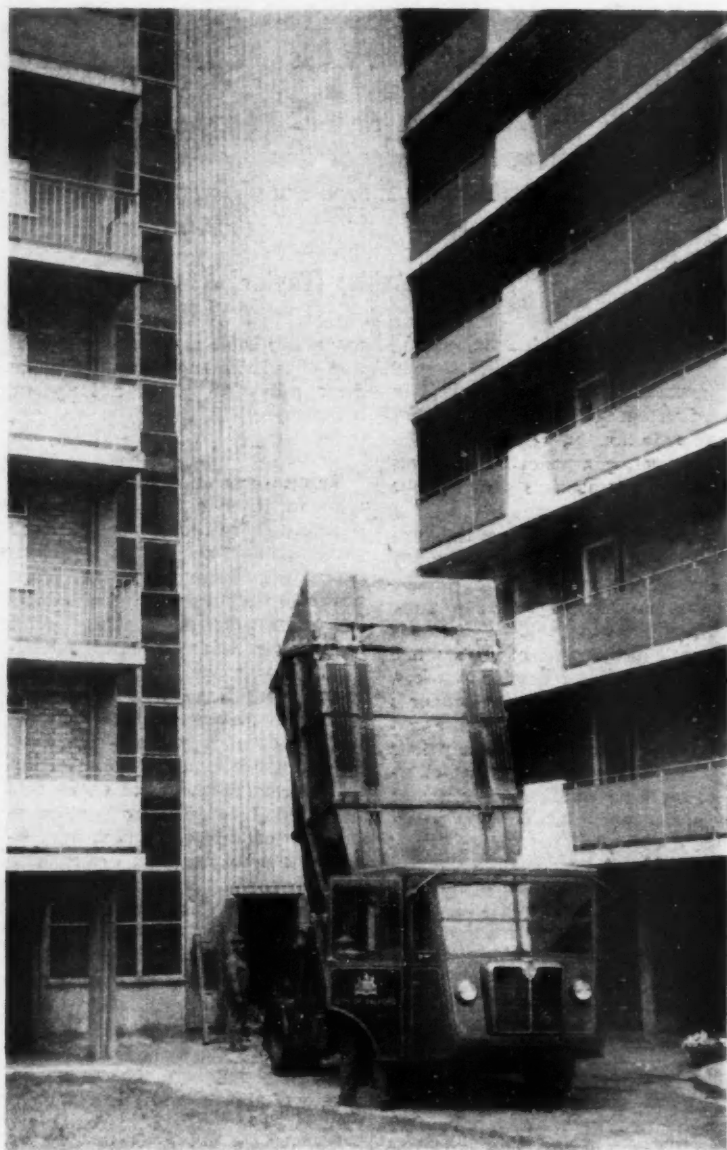
Just over the border in Manchester an effective but extremely simple device has been designed in the form of a castor-mounted or wheeled cradle that facilitates the movement of ordinary giant containers by hand. The wheels are attached to a band which is formed in two sections and so can be adjusted to close round the base of any standard container without there being any necessity for the fitting of additional attachments during manufacture, or of altering the design. In this way the large size bins can be moved without any mechanical aid.

### Easily Moved

Normally giant containers are located on plinths, but by carrying them on cradles in this manner it is possible for the caretaker to exchange a full container for an empty one kept in some handy position. Where refuse chutes are not in being the cradled bin is a flexible means of temporary storage.

The process of removal of the giant containers from the chute chamber, or the plinth, to the collection vehicle is

E10



normally carried out with the assistance of a hydraulically operated jack trolley. Investigations have been made in various areas into the possibility of employing light fork-lift trucks where there are numerous multi-storey buildings within a short radius, the object being to carry the containers to the kerb side and so expedite the operation of the round. Examination of the position, however, has revealed the fact that the surfacing of the footways is often inadequate to carry the not-inconsiderable weight of the loaded fork-lift truck and therefore it does not seem likely that the idea will make much progress.

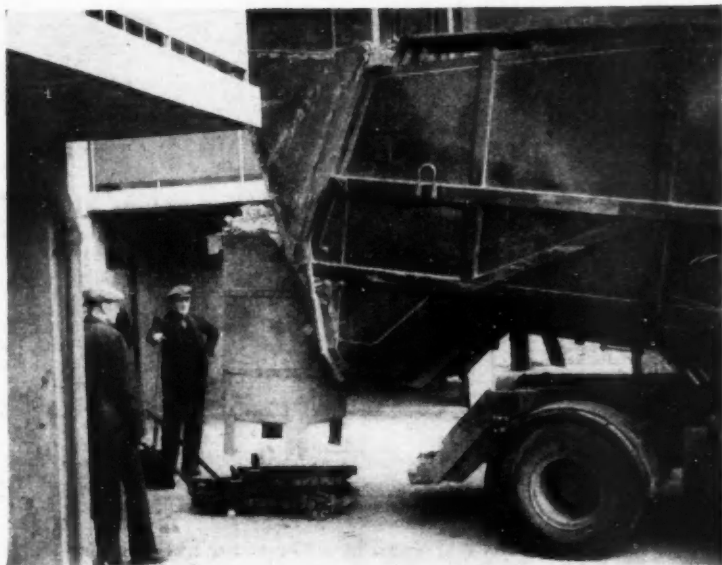
Entirely different problems arise in

connection with the multi-storey office buildings which are now being erected in increasing numbers, it being surprising to find that modern constructions running into tens of storeys are quite often without disposal chutes. In the circumstances they must rely on internal portage systems which are notoriously unreliable in these days of staff shortages.

### Automatic Removal

Automatic removal of the substantial amount of light waste that arises in districts where there are numerous giant office blocks is an attractive possibility. The idea has been canvassed that paper-slitting machines ought to be situated in a system linking the





(Left) An impressive view of an S.D. Freighter emptying a bulk refuse container at a new block of flats in Salford. (Above) A giant container is lifted and emptied by the Freighter. Previously the container had been pulled by hand on a trolley jack from the chute hatch in the block of flats (right) and positioned for the vehicle to take over the emptying operation (below, right). The Salford authorities have planned a turntable device to enable caretakers to swing bins into place beneath chutes, to obviate overfilling of containers.



bases of gravity chutes from each floor, so ensuring that confidential documents would be destroyed immediately after entering the system. The waste, it is suggested, would then be fed to a sump from which it would be extracted, possibly at night, by a col-

lection vehicle employing a large diameter suction hose.

Very great strides have been made in recent times in the development of efficient extraction equipment and there would appear to be a distinct possibility that some time in the future

a vehicle akin to a gully-emptier may be employed to empty the built-in refuse clearance systems that must surely come for modern blocks. Again, the great advantage of such an arrangement would be that rounds could be performed when traffic was at its lightest. Nevertheless, for the present the steadily improving big container, of course with hydraulic lift, holds sway, it being good to see that better sealing methods are bringing a reduction, or even an elimination, of dust losses when discharge into the hopper takes place.

### Vehicle Development

During the years that have elapsed since the end of the war the cleansing world has been exceptionally fortunate in the amount and quality of the design and development work that has been put into vehicles. Refuse collection, however, is quite as much a matter of materials handling as of transportation, and creation of the right circumstances for the initial handling must rest with those responsible for providing cleansing's equivalent of the loading deck—in the case of modern flats with the architects. Where the architectural fraternity have done their part of the job the present-day vehicles appropriate to the task will do the rest.

The need for collaboration between the people planning modern buildings, both living and working accommodation, and the authorities who will have to dispose of the resulting refuse, can hardly be over-emphasized. Although the immediate saving derived from specialized equipment might appear to benefit mainly the refuse collector, in the long run there is little doubt that, in terms of a more economic operation, it must benefit the community.

### Less "Mucking-about"

In this year of grace the image created in the ordinary man's mind by the title "ashbinman" is hardly likely to fire anyone with enthusiasm. But the prospect of in due course becoming the operator of a fully or partially mechanized cleaning round sounds much more attractive. Mechanization, with literally less "mucking-about," would undoubtedly improve staff recruitment both as to numbers and quality, whilst it is fair to assume that some reduction would be achieved in the labour force bringing in its train justification for some measure of pay increases.

For years a new picture of refuse collection has been in the process of building up. Now the whole system may well be on the verge of a new era.



Five sets of comparative fuel-consumption figures were taken during the course of testing the two Leyland Octopuses. The vehicles are seen on the Preston by-pass at the end of a laden run.

# Win From Ang

Latest Leyland Octopus Models Available with performance 200-b.h.p. Diesel Engines : Comparati

IT is unlikely that such sweeping changes to a complete range of heavy-goods vehicles have ever been made in one move as those carried out last year by Leyland Motors, Ltd. Their new Beaver, Hippo and Octopus designs resemble the previous models virtually in respect of the wheels and tyres only, and there is no doubt in my mind that this latest range will quickly prove to be the most popular Leylands ever introduced in this country.

Part of the success lies in the remarkable development work carried out on the old engines which were used in the previous models. Years of research into combustion characteristics have resulted in two outstanding diesel engines: one an "economy" unit with a net rating of 140 b.h.p. at 1,700 r.p.m. (b.m.e.p., 115 p.s.i.), and the other a high-performance unit giving 200 b.h.p. (net) at 2,200 r.p.m. (b.m.e.p., 120 p.s.i.). Both these engines have been type named Power-Plus, and recently I was able to make direct comparative tests between two Octopus chassis equipped with these engines.

The results obtained are detailed in the separate data panels reproduced on the following pages, and comparison between the two sets of figures reveals that each of the two engines does all that the makers claim, the "economy" unit achieving 12.55 m.p.g. at 28 m.p.h. average speed along a level road and 11 m.p.g. at 34.8 m.p.h. average speed under full-throttle motorway conditions, whilst the 200-b.h.p. engine gave 10.1 m.p.g. on a level road, and 7 m.p.g. at 47.7 m.p.h. on a motorway, with acceleration from a standstill to 30 m.p.h. in 29 seconds.

I know of no other eight-wheelers that can match consistently the economy of the one chassis or the high-speed performance of the other, and Leyland are to be admired for being able to offer two such basically similar vehicles with widely differing performances to suit the two schools of thought in the British haulage business—maximum fuel economy with average performance or average fuel economy with maximum performance.

The new Leyland models were comprehensively described and illustrated, at the time of their introduction, in *The Commercial Motor* dated September 9, 1960. This article revealed most of the innovations of this new range, such as the new engines; an entirely new five-speed

gearbox to which could be added either or both of two additional ratios; a completely new braking system which included an air-assisted hand-brake layout; new double-reduction rear axles, with manually operated third-differential lock on double-drive bogies; non-reactive four-spring rear suspension for maximum wheel adhesion, with the option of a high-articulation two-spring system; power-assisted steering as standard; and the adoption of all-steel or plastics-panelled cabs with easy-access steps ahead of the front wheels.

Such completely new and comprehensive specifications have never been offered on what may be called mass-produced heavy vehicles before, and only a concern with the high production capacity of Leyland Motors could possibly do this for a price within £400 of that of the nearest equivalent previous models, the performances of which look quite shabby compared with those of these newest entrants. Not only are the prices of the new vehicles highly competitive with those of their predecessors but, even more important, they are equally competitive with anything else approaching the same standard available in Great Britain.

B  
John F.  
A.M.I.



When stopped on a 1-in-6½ gradient the more powerful of the two eight-wheelers restarted successfully in second gear. Bottom gear was needed in the case of the other vehicle for the same test.

# ners All gles



## Choice of "Economy" 140-b.h.p. or High- ve Tests Show Differing Advantages of Each Type

In short, Leyland's new maximum-capacity Power-Plus models offer value for money par excellence, and by permutating a relatively small number of standard components the manufacturers are able to offer four-, six- and eight-wheelers with performances to suit all tastes, operating conditions and, in a sense, pockets.

Both the vehicles made available to me for these comparative tests were Octopus 240.9R 17-ft.-wheelbase models. The high-performance chassis had the Power-Plus 0.680 200-b.h.p. diesel engine, basic five-speed gearbox with both optional additional ratios, double-drive rear bogies, and standard all-steel cab, in which condition its kerb weight was 7 tons 9½ cwt.

The other chassis had the Power-Plus 0.600 140-b.h.p. unit, five-speed gearbox with optional sixth overdrive ratio, single-drive rear bogie and optional plastics-panelled cab. Short of omitting the sixth ratio (37 lb.), this is the lightest version of the standard Octopus available, and the kerb weight of the chassis-cab tested was only 6 tons 14½ cwt. As tested, however, a Homalloy platform body was mounted, but for the sake of effecting the most useful

*The cab adopted for this latest Leyland range is available with steel or plastics panelling. Both types are identical in appearance, and have steps ahead of the front wheels.*

comparisons the weight of this body has been added to the payload in the data panel, the weight of the test load imposed upon the body being in the region of 16½ tons.

As it turned out, the "economy" Octopus was grossing nearly ¼ ton more than the other vehicle with two people and test equipment in the cab, but this relatively small difference would have had a negligible effect on the comparative performances. Another slight difference was that the lighter vehicle was shod with Michelin "X" tyres, and no spare wheel or carrier were fitted. The standard spare-wheel carrier, incidentally, is of the winch type.

For the first performance tests both vehicles were taken out to a quiet level stretch of road to obtain retardation figures. As the lighter vehicle had been supplied purely for engine-performance comparisons, its brakes had not been correctly set-up recently, so the figures recorded in both panels were obtained with the newer vehicle. Checks made with the chassis with the 0.600 engine showed that, despite its lack of attention, the braking performances were only slightly inferior to those of the prepared vehicle.

The recorded stopping distances are particularly good for a 24-ton-gross machine with brakes on six wheels only, the retardation from 30 m.p.h. being a 30-per-cent. improvement on the distances recorded in 1956 with the then current Octopus running at the same gross weight. Striking also is the hand-brake performance, which shows the relatively inexpensive provision of an air servo in the system to provide a really useful emergency brake which places hardly any reliance upon the driver's strength for its effectiveness.

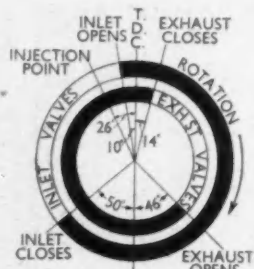
Following these tests, fuel-consumption figures were taken over a 10-mile narrow, undulating route, on the hills of which the more powerful vehicle had a speed advantage, which accounts for the differences in the recorded average speeds. The route chosen would give results very close to those that could be expected with each vehicle on a normal non-motorway trunking run between city centres, and the tests showed that, by restricting the maximum speed of both vehicles to approximately 33 m.p.h., the "economy" model can be 24 per cent. more economical without anything like the same relative difference in journey times.



*Although only three axles have brakes, measured retardations were good, the stopping distance from 30 m.p.h. being 57 ft. Slight rear-bogie-wheel locking occurred.*



## ROAD TEST No. 709/M168—LEYLAND OCTOPUS 24-TON-GROSS EIGHT-WHEELER (200-b.h.p. ENGINE)



FIRING ORDER 1-5-3-6-2-4  
COMPRESSION RATIO 15.8:1  
VALVE CLEARANCES 0.020"

**TRANSMISSION:** Through 16.25-in.-diameter single-dry-plate clutch with air servo to Leyland seven-speed constant-mesh gearbox, thence by two-piece propeller shaft to the fully floating double-reduction rear axles, via lockable third differential.

**GEAR RATIOS:** 9.310, 7.243, 4.613, 2.755, 1.69, 1 and 0.766 to 1 forward; reverse 6.5 and 8.36 to 1; rear-axle ratio 6.06 to 1.

**BRAKES:** Bendix-Westinghouse air-pressure system, with Leyland cam-operated leading-and-trailing-shoe units on first, third and fourth axles. Single-pull air-assisted hand brake linked mechanically to rear-bogie wheels only. Diameter of drums, front, 13.5 in., rear, 15.5 in.; width of linings, front, 4.5 in., rear, 7.0 in.; total frictional area 1,002 sq. in., that is, 41.7 sq. in. per ton gross weight as tested.

**FRAME:** Pressed-steel channel section, with seven cross-members bolted in position.

**STEERING:** Marles cam and double roller, with Marles hydraulic servo:  $4\frac{1}{2}$  turns from lock to lock.

**SUSPENSION:** Semi-elliptic springs, with telescopic dampers at front axles and non-reactive spring linkage at rear.

**ELECTRICAL:** 24v. compensated-voltage-control system with 121 amp.-hr. batteries.

**FUEL CONSUMPTION:** (a) laden, level route, 10.1 m.p.g. at 28.25 m.p.h. average speed;

(b) laden, undulating route, 8.3 m.p.g. at 25.0 m.p.h. average speed; (c) laden, full-throttle motorway run, 7.0 m.p.g. at 47.7 m.p.h. average speed; (d) unladen, level route (10.7 tons gross), 14.1 m.p.g. at 29.9 m.p.h. average speed; (e) unladen, undulating route (10.7 tons gross), 11.9 m.p.g. at 26.7 m.p.h. average speed; that is, 243 gross ton-m.p.g. as tested (a), 199 as tested (b), and 168 as tested (c), giving time-load-mileage factors of 6.865, 4.975 and 8.014 respectively.

**TANK CAPACITY:** 36 gal., laden range (undulating route) approximately 300 miles.

**ACCELERATION:** Through gears, 0-20 m.p.h., 12.25 sec.; 0-30 m.p.h., 29.0 sec.; 0-40 m.p.h., 52.0 sec.; direct drive, 10-20 m.p.h., 14.25 sec.; 10-30 m.p.h., 31.75 sec.; 10-40 m.p.h., 54.75 sec.

**BRAKING:** From 20 m.p.h., 26.75 ft. (16.1 ft. per sec. per sec.); from 30 m.p.h., 57.0 ft. (16.9 ft. per sec. per sec.). Hand brake from 20 m.p.h., 26 per cent. (Tapley meter).

**WEIGHT RATIO:** 0.43 b.h.p. per cwt. gross weight as tested.

**FORWARD VISIBILITY:** To within 8.75 ft. of front bumper at ground level on centre line.

**TURNING CIRCLES:** 74.5 ft. left lock, 75.0 ft. right lock. Swept circles: 78.5 ft. left lock, 79.0 ft. right lock.

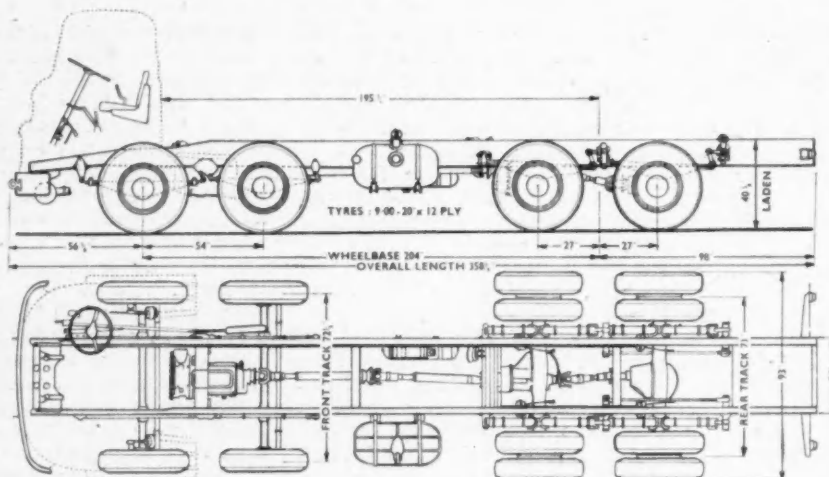
**MAKERS:** Leyland Motors, Ltd., Leyland, Lancs.

**MODEL:** Leyland Octopus 240.9R  
17-ft.-wheelbase 24-ton-gross eight-wheeled goods chassis, with 200-b.h.p. diesel engine and standard all-steel cab.

	Tons	cwt.	qr.
Unladen chassis and cab (kerb weight)	7	9	2
Payload and body	16	7	1
Driver, observer, etc.	3	2	
	24	0	1

	8	7	3
Front bogie	8	7	3
Rear bogie	15	12	2

**ENGINE:** Leyland Power-Plus O.680 six-cylindered direct-injection diesel engine; bore 127 mm. (5.0 in.); stroke 146 mm. (5.75 in.); piston-swept volume 11.1 litres (677 cu. in.); maximum net output 200 b.h.p. at 2,200 r.p.m.; R.A.C. rating 60 h.p.; maximum net torque 548 lb.-ft. at 1,200 r.p.m.



This same 24 per cent. difference in fuel consumption occurred when both vehicles were driven in tandem along an 11.9-mile-long stretch of road, again the 0.25 m.p.h. difference in the average speeds being accounted for merely by the better acceleration of the more powerful vehicle when making the initial start.

Under motorway conditions, however, the fuel-consumption gap between the two vehicles widened to 57 per cent., the less powerful chassis returning the remarkable figure of 11 m.p.g. after a 17-mile out-and-return circuit of the Preston by-pass. The prime reason for this, of course, is the restriction of the O.600's speed to 1,700 r.p.m., despite which the optional overdrive ratio enables a maximum speed of 45 m.p.h. to be obtained—fast enough for most purposes, but slow compared with the 58 m.p.h. attainable with the similarly geared O.680 model.

On the second day of the tests the first two fuel-consumption runs were repeated in a partially unladen condition. It was not possible to remove all the test weights because the fuel-test tanks were secured to some of them, so both vehicles were unloaded to 10.6 tons and 10.7 tons gross, as detailed.

Whilst these "unladen" figures would be high for normal trunk vehicles with platform or drop-sided bodies, they would be close to the weights of unladen tankers, and after

all, it is this type of vehicle which can almost invariably be guaranteed to run half its mileage empty.

Both sets of unladen tests showed smaller percentage differences between the fuel-consumption rates of the two vehicles, the level route showing the lower-powered vehicle to save about 18 per cent. whilst the undulating route produced a difference of 22.5 per cent. Combination of comparable sets of laden and unladen results for the two vehicles show that the economy model can be expected to average at least 12.5 m.p.g. on normal service when working empty in one direction, whilst the high-performance version would show no less than 10 m.p.g. under similar conditions—again that 25-per-cent. difference appears.

Hill tests were carried out on Parbold Hill, which is  $\frac{1}{4}$ -mile long and has an average gradient of 1 in 12. The ambient temperature averaged 55° F. during the climbs, and the laden O.600 chassis completed the ascent in 8 $\frac{1}{2}$  minutes, 1 $\frac{1}{4}$  minutes of which were spent in bottom gear at 4 m.p.h., second gear (8 m.p.h. on the governor) being used for a total time of 5 $\frac{1}{4}$  minutes. Because of the high engine speed throughout the majority of the time the coolant temperature dropped from 146° F. to 139° F.

A rocket-like climb was then made with the 200-b.h.p.

(Continued on page 629)



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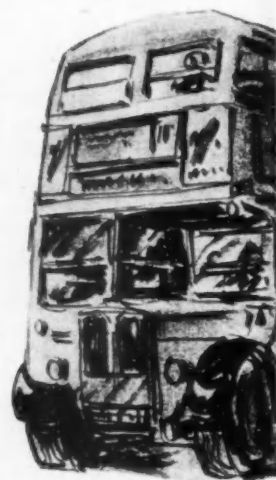
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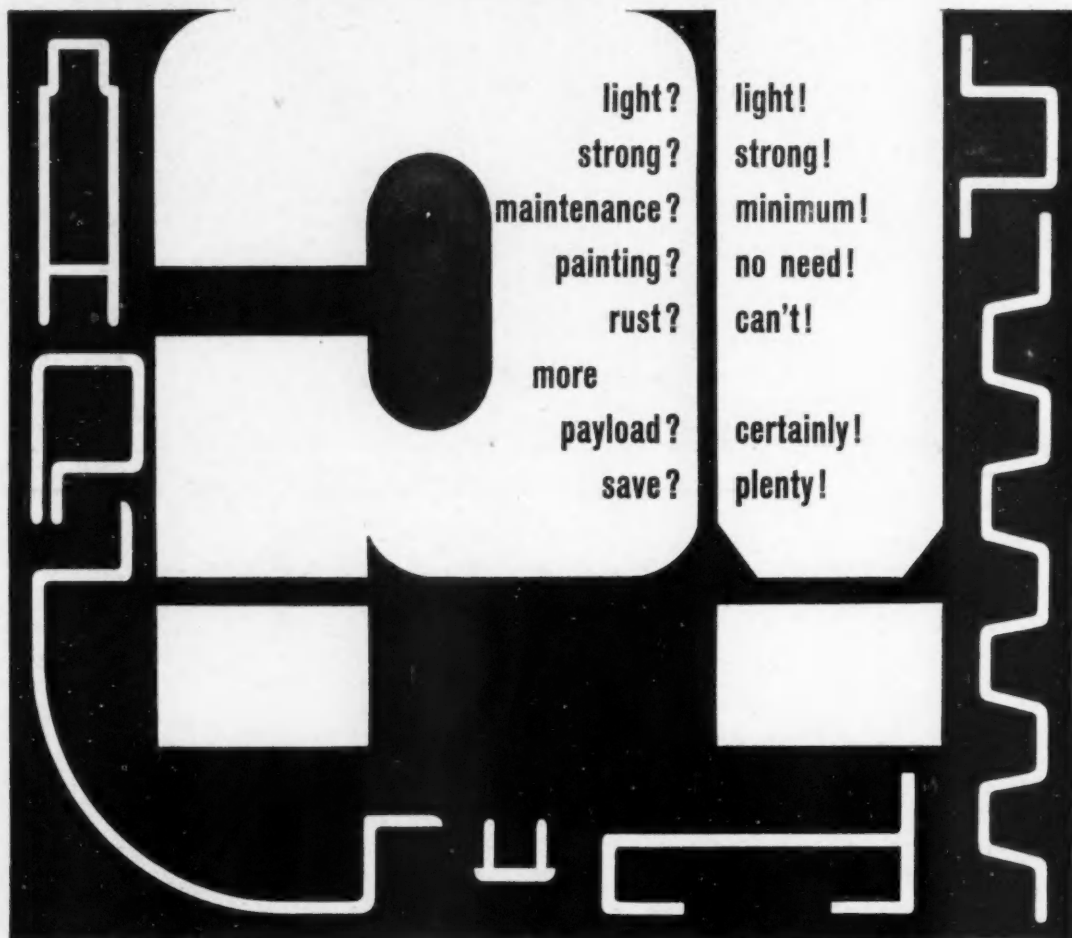
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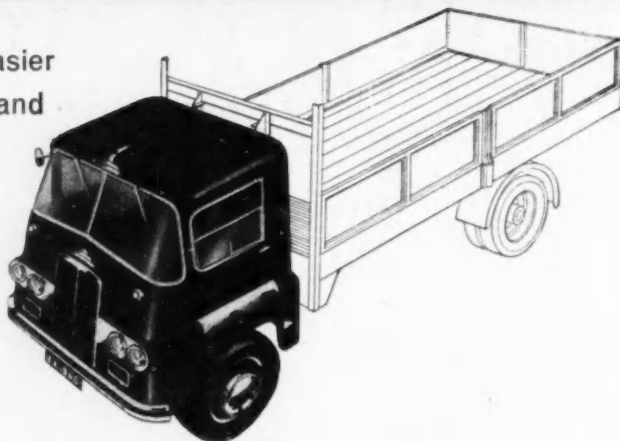




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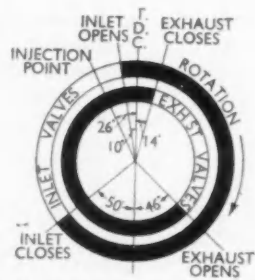


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## ROAD TEST No. 710/M169—LEYLAND OCTOPUS 24-TON-GROSS EIGHT-WHEELER (140-b.h.p. ENGINE)



FIRING ORDER 1-5-3-6-2-4  
COMPRESSION RATIO 15.8:1  
VALVE CLEARANCES 0.020"

**TRANSMISSION:** Through 16.25-in.-diameter single-dry-plate clutch to Leyland six-speed constant-mesh gearbox, thence by two-piece propeller shaft to the fully floating double-reduction rear axle of the single-drive rear bogie.

**GEAR RATIOS:** 7.243, 4.613, 2.755, 1.69, 1 and 0.766 to 1 forward; reverse 6.5 to 1; rear axle ratio 6.06 to 1.

**BRAKES:** Bendix-Westinghouse air-pressure system, with Leyland cam-operated leading-and-trailing-shoe units on first, third and fourth axles. Single-pull air-assisted hand brake linked mechanically to rear-bogie wheels only. Diameter of drums, front, 15.5 in., rear, 15.5 in.; width of linings, front, 4.5 in., rear, 7.0 in.; total frictional area 1,002 sq. in., that is 41.3 sq. in. per ton gross weight as tested.

**FRAME:** Pressed-steel channel section, with seven cross-members bolted in position.

**STEERING:** Marles cam and double roller, with Marles hydraulic servo: 4½ turns from lock to lock.

**SUSPENSION:** Semi-elliptic springs, with telescopic dampers at front axles and non-reactive spring linkage at rear.

**ELECTRICAL:** 24v. compensated-voltage-control system with 121 amp.-hr. batteries.

**FUEL CONSUMPTION:** (a) laden, level route, 12.55 m.p.g. at 28.0 m.p.h. average speed; (b)

laden, undulating route, 10.3 m.p.g. at 23.2 m.p.h., average speed; (c) laden, full-throttle motorway run, 11.0 m.p.g. at 34.8 m.p.h. average speed; (d) unladen, level route (10.6 tons gross), 16.7 m.p.g. at 29.9 m.p.h. average speed; (e) unladen, undulating route (10.6 tons gross), 14.55 m.p.g. at 26.7 m.p.h. average speed; that is, 308 gross ton-m.p.g. as tested (a), 252 as tested (b), and 270 as tested (c), giving time-load-mileage factors of 6,624, 5,846 and 9,396 respectively.

**TANK CAPACITY:** 36 gal., laden range (undulating route) approximately 370 miles.

**ACCELERATION:** Through gears, 0-20 m.p.h., 27.0 sec.; 0-30 m.p.h., 64.0 sec.; direct drive, 10-20 m.p.h., 35.0 sec.; 10-30 m.p.h., 70.0 sec.

**BRAKING:** From 20 m.p.h., 26.75 ft. (16.1 ft. per sec. per sec.); from 30 m.p.h., 57.0 ft. (16.9 ft. per sec. per sec.). Handbrake from 20 m.p.h., 26 per cent. (Tapley Meter).

**WEIGHT RATIO:** 0.29 b.h.p. per cwt. gross weight as tested.

**FORWARD VISIBILITY:** To within 8.75 ft. of front bumper at ground level on centre line.

**TURNING CIRCLES:** 74.5 ft. left lock, 75.0 ft. right lock. Sweep circles, 78.5 ft. left lock, 79.0 ft. right lock.

**MAKERS:** Leyland Motors, Ltd., Leyland, Lancs.

**MODEL:** Leyland Octopus 240.9R  
17-ft.-wheelbase 24-ton-gross eight-wheeled goods chassis, with 140-b.h.p. diesel engine and plastics-panelled cab.

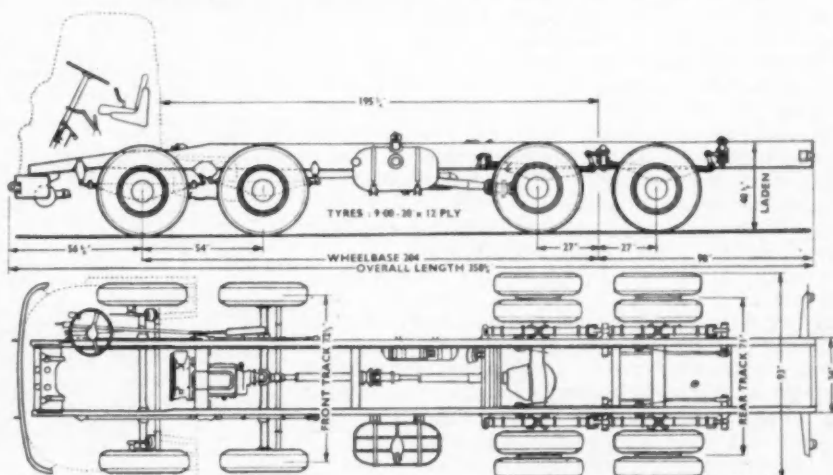
#### WEIGHTS:

	Tons	cwt.	qr.
Unladen chassis and cab (kerb weight)	6	14	3
Payload and body	17	6	3
Driver, observer, etc.		3	2
	24	5	0

#### DISTRIBUTION:

Front bogie	7	1	3
Rear bogie	17	3	1

**ENGINE:** Leyland Power-Plus O.600 six-cylindrical direct-injection diesel engine; bore 121.9 mm. (4.8 in.); stroke 139.7 mm. (5.5 in.); piston-swept volume 9.8 litres (597 cu. in.); maximum net output 140 b.h.p. at 1,700 r.p.m.; R.A.C. rating 55 h.p.; maximum net torque 438 lb.-ft. at 1,200 r.p.m.



Octopus, the ascent taking only 4 minutes 10 seconds and the minimum recorded climbing speed being 11 m.p.h. The climb caused the coolant-temperature to rise from its normal value of 154° F. to 163° F., this small rise indicating plenty of cooling latitude. A "no-loss" cooling system, similar to that developed in 1958 for Worldmaster models, is a recent addition to the original specification of these chassis.

The lowest ratio used during this ascent was third-low, and this term requires explaining. It seems from the provision on the gearbox of this vehicle of the optional "crawler" ratio. The gear train for this ratio forms in effect a second set of constant-mesh gears between the clutch shaft and the layshaft.

Thus, although originally intended to be used only as an ultra-low bottom gear, because this ratio is engaged by a separate gear lever from that of the main section of the box, it can be used to split all the main-box ratios, with subsequent performance and fuel-economy benefits.

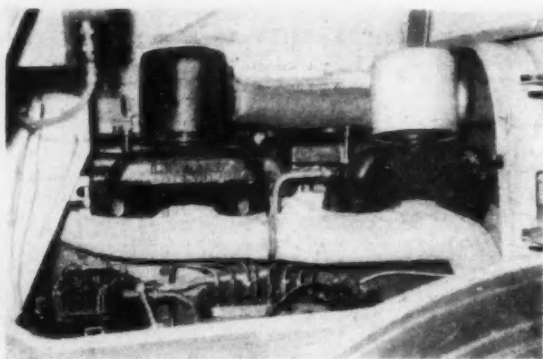
This "auxiliary" gearing is extremely simple to use, and it is obvious that drivers of vehicles equipped with this optional ratio will swiftly become accustomed to using it in the manner of a two-speed axle. Because of this, split-shifting was used where deemed necessary during fuel-consumption tests.

Indeed, for the sake of the additional £30 or so which this crawler gear adds to the price of the basic chassis, it seems to me that it would be well worth while operators specifying it purely for the increased spread of gear ratios that it provides, particularly to enhance the performance of chassis equipped with the low-speed O.600 unit.

To return to the hill tests. Following the climbs made with both vehicles, a fade-resistance run was made down the incline in neutral with the O.680 chassis, the foot brake being used for 2 minutes 20 seconds to restrict the maximum speed to 20 m.p.h. This is a most severe test for a 24-ton-gross vehicle, giving conditions which no trunk driver would be likely to reproduce in actual service.

Despite this, a full-pressure stop from 20 m.p.h. at the bottom of the hill produced a Tapley-meter reading of 51 per cent., which compares very favourably with the average maximum figure of 65 per cent. recorded during the earlier retardation tests with cold drums. Neither smoke nor smell were issuing from the brakes after this test, and so comparatively slight was the tail-off in performance that the stop caused one of the rear wheels to lock for 6 ft.

Stop-start tests were then made with both vehicles on the steepest section of the hill, the gradient of which is 1 in 64. The less powerful chassis made a smooth get-away from this slope in bottom gear, whilst the 200-b.h.p. vehicle



*The engine cowl has an upper hinged section and a removable panel at the lower left-hand side. These give a satisfactory amount of engine accessibility. Air is ducted from the rear of the cab.*

needed only second gear (with the "auxiliary" gearing giving direct drive). The hand brakes of both vehicles held them easily on this gradient, and neither during these tests nor the preceding non-stop climbs were any signs of smoking seen at the exhaust outlets.

In fact, smoke-free performance was a commendable feature of both test vehicles, and Leyland have become smoke conscious to the extent of subjecting all their production engines to smoke tests, a maximum figure of 25 per cent. on the Hartridge meter being the top limit—the degree of smoke permitted under such circumstances being virtually invisible to the human eye in any case.

Acceleration tests revealed outstanding performance in the case of the O.680 chassis, split shifting not being employed when making the standing-start tests. As might be expected, the acceleration performance of the lower powered vehicle was not so startling, but, nevertheless, many operators of eight-wheelers are quite accustomed to this type of performance—and worse—and consider the fuel-economy benefits to be of greater importance.

While the 200-b.h.p. vehicle was unladen, full-pressure foot- and hand-brake stops were made from 20 m.p.h. to assess the effectiveness of the non-reactive rear-bogie spring layout, previous experience with this system having shown it to be of most advantage when unladen rather than laden. Retardations of up to 77 per cent. were recorded with the foot brake and 52 per cent. with the hand brake, and in all cases all the rear wheels locked evenly at first, followed by alternating axle hop for the last few feet before coming to rest. When braking fully laden no axle hop was observed.

Both vehicles handled extremely well at all times, and because the latest O.600 unit runs more quietly than its immediate predecessor, the lower powered vehicle was particularly fatigue-free to drive, even though more gear changing was necessary than with the other chassis. The noise level of the O.680 unit is somewhat high, particularly in an all-steel cab, but tests are in hand at the moment to decide upon a suitable cowl-insulating material.

The new Leyland gearbox is decidedly more pleasant to use than the unit it replaces, and the gear lever is located conveniently close to the steering wheel. Although air assistance is applied to the hydraulic operating mechanism of the clutch on the O.680 engine, its action tended to be slightly heavier than that of the unassisted clutch of the smaller unit.

Steering was above reproach, being positive without any trace of wander, whilst retaining good castor action. Even when unladen it never becomes too light, and there is a

£20

relief valve in the hydraulic circuit to prevent the wheels being turned while the vehicle is stationary.

The cab is well laid out, although additional grab handles to the rear of the door openings would assist access to either seat even more, and fascia-panel fittings include an engine-oil-level gauge and a lockable glove compartment.

Because telescopic dampers are standard at both front axles the cab ride is generally good at all times, and when cornered quickly neither Octopus displayed any vicious roll tendencies. A chassis detail which I must criticize and which I hope will be put right soon is that the fuel-tank filler neck is too short and badly positioned so that when a normal body is fitted, as in the case of the O.600 test vehicle, the filler orifice is almost inaccessible.

Brief maintenance tests indicated good overall accessibility. The water level took me 20 seconds to check, but this job would have been quicker had the filler cap been easier to reach and to turn. Using the gauge the engine-oil level was checked in 3 seconds, but a dip-stick check took me 65 seconds because the cowl has to be raised and the nearside panel removed.

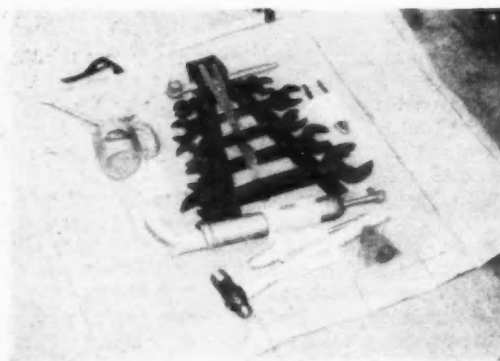
The same spanner fits the gearbox and driving-axle level plugs, a gearbox-level check taking me 35 seconds whilst each of the rear axles was checked in 28 seconds. The batteries are securely housed but readily accessible, a level check taking 1 minute 50 seconds, whilst the level of the oil in the reservoir for the steering-servo system was verified in 10 seconds.

The clutch hydraulic master cylinder has an integral reservoir, access to which is given by a trap in the driver's floor plate. This level took 1½ minutes to check.

I did not work on the fuel system, but noted that the primary filter, which is attached to the side member immediately ahead of the fuel tank, is positioned a little too high, so that it would be awkward to work on once the body had been mounted. An injector change would be the same as on the previous Leyland units.

Bendix-Westinghouse slack adjusters are fitted at all the brakes so that, by not jacking up the wheels, I was able to adjust each rear brake in 30 seconds and each front brake in 40 seconds.

At home, the 240.9R 17-ft.-wheelbase chassis with O.600 engine, non-reactive suspension, double-drive bogie and steel cab costs in the region of £4,200. The alternative O.680 engine adds about £50 to this price, whilst the specification of a single-drive bogie reduces the price by £150. Each of the two additional gearbox ratios cost about £30, whilst the plastics-panelled cab adds approximately £120 to the price of the chassis with steel cab.



*A comprehensive tool kit is supplied with the Octopus, in addition to a jack and wheelbrace. The number of open-ended spanners provided is impressive.*

# Preparing Itself For The Worst



by  
Charles S. Dunbar  
M.Inst.T.

*Recent addition to the brigade's fleet is this modern Bedford pump-water-tender, which has a capacity of some 400-gal. of water: 52 similar tenders are maintained by the Brigade, earlier models having a built-in pump mounted at the front of the vehicle.*

HAVING been brought up on the maxim "Keep the wheels turning," I found myself on strange territory recently when talking to men whose great hope is that the wheels of their vehicles will not turn at all, except during practice—men, moreover, who run an efficient undertaking, although the principles behind "The Commercial Motor" Tables of Operating Costs are completely irrelevant and the ordinary jargon of "depreciation,"—"m.p.g." and so on is never heard.

The occasion was a visit to the headquarters of the Hampshire County Fire Service at Winchester, where, by courtesy of Mr. E. R. Ashill, the chief fire officer, I spent some time with Mr. W. Palmer, the transport and supplies officer and Mr. R. J. R. Clarke, the workshop officer.

A fire appliance usually covers 1,000-2,000 miles a year, so that depreciation in the ordinary way through use does not occur. If and when a vehicle is scrapped, it is because of obsolescence, unless, of course, a serious accident has

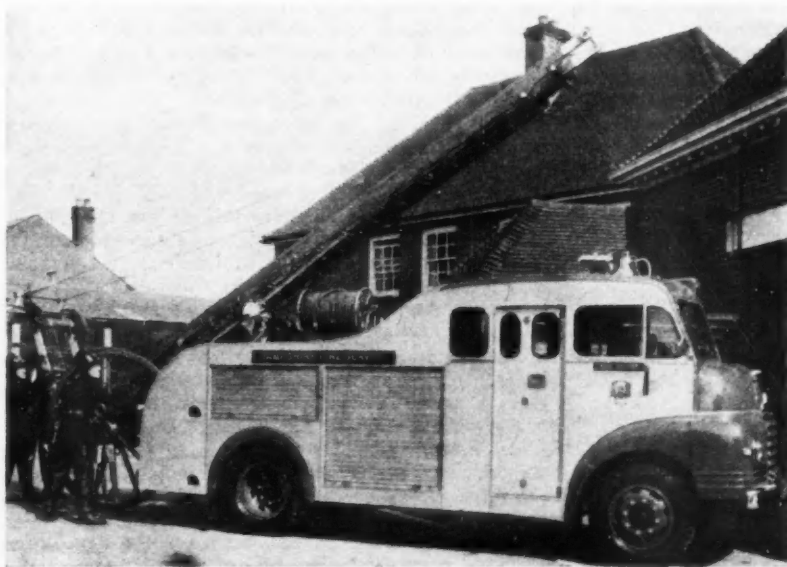
made repair work not worth while. Unless some technical improvement is introduced enabling a more effective weapon for fire fighting to be employed, there is no reason why a brigade's vehicles should not last indefinitely. In these conditions, petrol engines are preferred, as weight saving is of importance where so much equipment has to be carried.

Curiously enough, almost complete idleness has its problems. Corrosion of cylinder walls and dilution of sump oil occurs through infrequent use. When a vehicle is required, it is usually driven out at high speed before getting a chance to warm up so that excessive wear of cylinder bores is a risk.

It was astonishing to learn that engines which one would expect to run 100,000 miles without trouble, need a rebore at 10-15,000 miles in the fire service. Another fault is the shaking loose of the damper fitted at the front of the crankshaft in some engines, which in turn damages the keyway in the crankshaft.

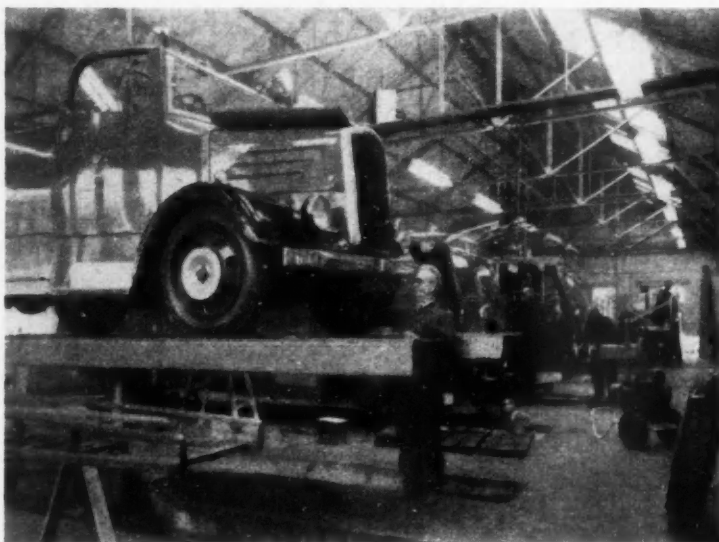
Pumping when at a fire is another source of strain on engines owing to the lack of air movement for cooling. Although heat-exchangers are fitted, engines still become very hot and bearings suffer accordingly. Great attention has therefore to be paid to lubrication. Hampshire uses a 20W/30 multigrade oil with special additives.

Brakes and tyres are subject to severe strains and normal tyres will seldom last more than 10,000 miles, or may wear out after half that mileage. Michelin "X" tyres have been found the

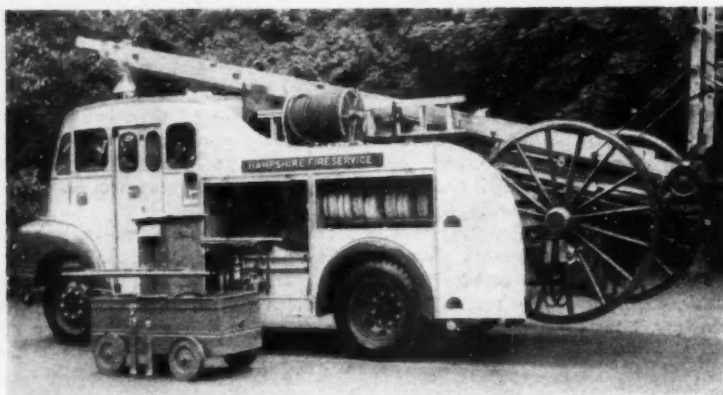


*A basic type of fire appliance, this modern Bedford pump escape was built in the brigade's workshops at Winchester. A feature of this type is the wheeled-ladder seen here being taken off the vehicle.*

Large South Country Fire Brigade Responsible For Some 170 Units in Own Workshops Using System of Preventive Maintenance. Relative Idleness of Vehicles Produces Problems Unique to Such a Fleet



(Above) A general view of the Winchester fire service workshops showing the 7-ton lift with a fire appliance under construction and the two pits as used for under-chassis work.



(Left) One of the latest Bedford pump escapes, with the wheeled ladder loaded, which was built at the workshops. The bodywork is of unpainted embossed aluminium. By comparison is the old manual pump in the foreground, which was used during the last century.

most satisfactory and it is hoped that they will outlast the life of the appliances, unless deterioration occurs through old age. Tyres are taken off and thoroughly examined every five years. Each of the four divisional headquarters in the county has a spare set for emergency use.

The radio and searchlights make greater demands on the batteries than the dynamos can meet, so that all stations have to be equipped with chargers. At stations where there is no permanent staff, fully automatic plant has been installed; this incorporates a magnetic switch, which cuts out when the cells are fully charged. The average battery has a life of seven or eight years.

### Two Basic Types

Two basic types of vehicle are operated—pump escapes and pump-water-tenders. Both types, as the name implies, are fitted with pumps, but the tenders do not carry the wheeled ladders, which are a well-known feature of the escapes; instead they have a capacity of some 400-gal. of water.

Standard vehicles have emerged as the result of trial and error since the start of the county service in its present form in 1948. A very mixed bag was taken over from the National Fire Service, many of the vehicles being merely war-time adaptations of ordinary commercial vehicles, some of them second-hand to begin with. The type most needed for a county brigade was the pump-water-tender

and a prototype was designed and fitted to a chassis acquired from the N.F.S.

This early model had a portable pump mounted at the rear, which in practice was found to have some drawbacks. Later the brigade was able to design a built-in pump mounted at the front of the vehicle and primed by an electrically driven air pump. This type is still in use, although the chassis are 20 years old.

From 1951, it was again possible to buy complete appliances from the manufacturers and several new units were put into service. However, in 1954, there was a change of policy. After some years of working under difficult conditions, the Hampshire Brigade was able in that year to move into premises built to its own requirements on the Winnall Trading Estate, which lies on the east side of Winchester City centre. A start was then made with building bodies to the Fire Authority's own designs and that is the practice now adopted for any fleet additions.

Chassis are bought by tender; recent additions have been Bedfords, but Commer and Dodges were bought in the 1951-54 period. Building its own bodies is not only good policy operationally for the brigade, but financially, too. About 1,800 man-hours per appliance are required. These are calculated at 10s. an hour, which figure includes an allowance for all overheads. Materials cost about £700. If these items be added to the chassis price, the total is several hundreds of pounds less than the cost of an appliance bought complete from the manufacturers.



The approach at Winnall is essentially pragmatic or, as Mr. Palmer put it to me: "We build a body and make the drawing afterwards." This theoretically topsy-turvy method has produced some very practical results.

Jigs and patterns are now available and a steady programme of new body-building can be pursued. Four new appliances a year are being turned out so that the complete fleet can be changed over in 20 years. The staff available can also cope with an emergency such as the replacement of any vehicle completely written off as the result of an accident.

Timber framework is used because it is more robust than light-alloy and localized damage is more easily dealt with. Belgian white ash is used for the uprights and African hardwoods for other parts. After lying in the drying shed, all timber is treated with Mystox anti-rot compound before assembly. Embossed aluminium, unpainted, is now used for the external surfaces and shows a marked economy over painted metal.

The existence of the pump has, of course, a dominating effect on the problem of body design and fitment. The power take-off is either via a sandwich-box in the transmission (the position now favoured) or between the flywheel and gearbox.

The bodies of the pump-water-tenders now being constructed are carried on dropped outriggers from the chassis frame and the three-point mountings are on  $\frac{1}{2}$ -in. rubber blocks. Glass-fibre is being tried for the wings.

A point showing the attention paid to detail is that all ledges, such as the tops of lockers, are made to slope slightly to the rear so that water runs off. Large doors are an important feature of the cabs.

One of the difficulties of fire-fighting in Hampshire is the great acreage of heath and woodland, much of which ordinary fire-fighting vehicles cannot easily penetrate. The Hampshire Brigade have, therefore, converted several Land-Rovers, which can go almost anywhere. They carry 80 gal. of water, a reel of hose and a small pump.

Later models have been fitted with a 500-g.p.m. pump, mounted at the front, so leaving room in the body for a ladder and more hose. Two Land-Rovers have been made into lighting units and one of these carries a compressor for recharging breathing apparatus cylinders.

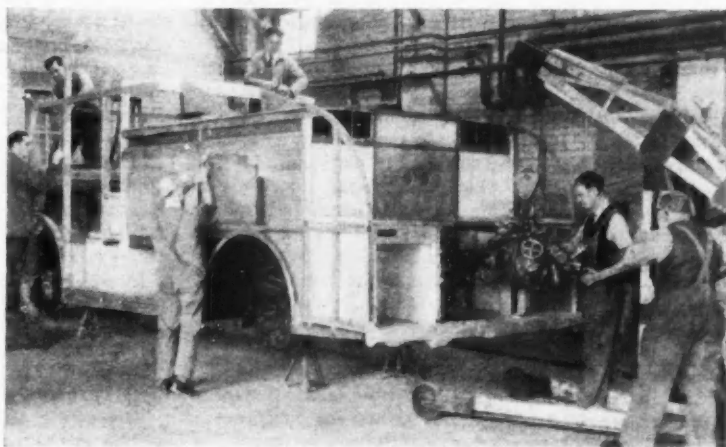
The brigade has also designed a very handy portable pump, which can be carried by two men. Powered by a J.A.P. 600 c.c. engine, it can eject 70 g.p.m. at 100-lb. pressure. Another ingenious device is a visual suction-testing apparatus.

Hoses have also to be tested for pumping and this is done with the aid of a deep well and a water circulating system equipped with indicator dials. Pumps, hose reels, bells, searchlights and various auxiliary equipment are reconditioned and used again whenever possible. Ladders are remade when necessary.

### Varied Rolling Stock

The new Authority started work in 1948 with a heterogeneous collection of rolling stock and it was a problem how to keep it in running order. At first, travelling mechanics were sent round, but this was unsatisfactory and when the new premises at Winnall were ready, a system of preventive maintenance was introduced.

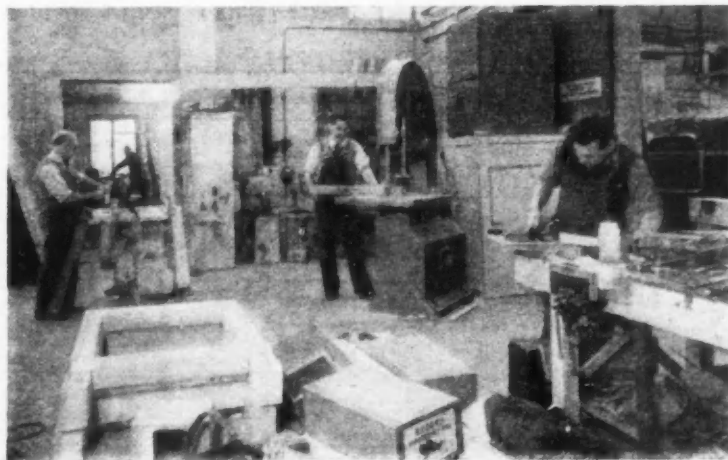
Cars and light vehicles are now taken into the central



*This water tender is in its mid-way stage of construction with the wooden framework nearing completion. The fitters are putting the water pump into position.*

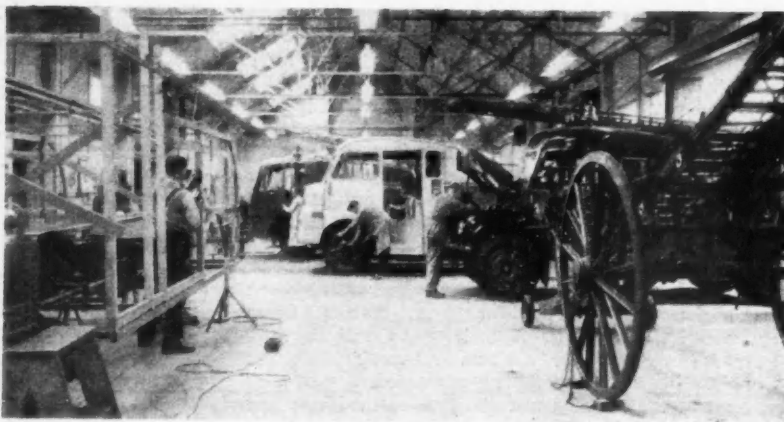
workshop at three-monthly intervals for inspection and servicing and all other vehicles and appliances go in every six months. The workshop officer, or his assistant, personally tests each vehicle before and after the mechanics have done their work. He also checks the steering and tyres and examines the paint and bodywork. The road test covers 14 miles, including a steep hill. Tapley meters are used to check the brakes on the "after" test.

The fitters work through an instruction sheet, which details the tasks to be done under 25 headings, so that every portion of the chassis and engine is examined. The electrician has five tasks and so have the joiners and painters working together. Specialists deal with the fixed or trailer pumps and hoses. Some additional tasks are included at annual inspections. The six-monthly check takes three days, the



*The carpenters' shop which is fitted with highly effective dust-extraction equipment. Belgian white ash and African hardwoods are mainly used.*

Another view of the brigade's main workshop on the Winnall Trading Estate near Winchester City centre.



annual one a little longer. Four to six vehicles a week are dealt with.

Two pits and a 7-ton lift are used for under-chassis work. The pits are fitted with upward-shining lights and are deeper than usual so that a man of average height has no need to crouch when working. Any running repairs which are too trivial to justify taking a vehicle to Winchester are dealt with by local garages. Body-building and general maintenance take place at opposite ends of one long room, which has excellent natural lighting. A safety device is the use of inspection lamps, the leads of which can be clamped to rods hanging from the ceiling and carrying a 24v. current.

In the machine shop, situated in a bay off the main shop, are a Kerry lathe, a 60-ton press, a large electric drill, two re boring machines, a Lucas lamp testing plant and a wheel-alignment tester. In the metal shop are a power hacksaw, electric spot-welding apparatus and a blacksmith's forge. The woodworking shop, which has a highly effective dust extractor, is equipped with a large woodworking bandsaw, two smaller bandsaws (one for metal and one for wood), a thicknessing and a universal woodworking machine.

The pump-testing well is in a separate building, where there is also a completely shut-off shop for spray-painting and a store for helmets and other clothing.

#### Fleet Make-up

The fleet now consists of one turntable ladder (stationed in Winchester), 15 pump-escapes, 52 modern pump-water-tenders, 11 old self-propelled pumps and towing tenders, 14 Land-Rovers, eight lorries, two personnel carriers and 22 staff cars. In addition to its own fleet, the Hampshire Brigade maintains on behalf of the Home Office 13 self-propelled pumps, nine other four-wheeled vehicles, 22 portable pumps and six motorcycles. These are used for training personnel of the Auxiliary Fire Service.

The engineering staff at Winnall consists of the workshop officer, one chargehand, four mechanics, one electrician, three metal workers, four joiners and body-builders, one unskilled hand and two apprentices.

For fire purposes, the administrative county of Hampshire, that is the old shire minus the county boroughs of Portsmouth, Southampton and Bournemouth (which have their own brigades), is divided into four divisions with 12-14 stations in each. Whole-time staff man the stations at Aldershot and Basingstoke (in the northern division), Winchester and Eastleigh (central), Fareham and Gosport (south-eastern) and Lyndhurst (south-western).

There are 150 whole-time uniformed firemen and one firewoman, plus 600 part-time uniformed men. The headquarters staff numbers 18. Included in the figures for uniformed staff are 12 men who man the central control room at Winchester in shifts.

A new control room will be in use shortly, equipped with panels, which will enable the availability of all equipment and officers to be seen at a glance and with teleprinter and telephone connections to all stations; the control room will also be in two-way radio communication with all the suitably fitted vehicles.

One of the Authority's greatest difficulties is the training of the many part-time drivers, particularly in high-speed driving. A similar difficulty occurs with the testing of vehicles. The law is vague, but the opinion of the Hampshire Constabulary seems to be that a fire appliance may be driven in excess of the speed limit only when it is actually going to a fire. This makes a really thorough testing of a vehicle impossible and in the case of the men it has to be left to chance whether they will be able to cope with an emergency. It would help fire officers if their appliances were granted a higher limit at all times outside built-up areas—or no limit at all.

## G.B. New Registrations Exceed 33,000

NEW REGISTRATIONS—MARCH, 1961

REGISTRATIONS of new commercial vehicles in this country topped the 33,000 mark for the second time only in March, and settled at the highest figure ever attained of 33,489, compared with the previous highest level of 31,219, reached in March, 1960. Without exception, every class of vehicle has shown an increase over the previous month, with goods vehicles rising from 18,545 in February to 22,424 in March.

The number of commercial vehicles put on the roads for the first time in the first quarter of this year, at 85,433, was slightly higher than in the comparable period of last year, 18,740 more than in 1959 and 22,313 more than for the first three months of 1958. Details appear in the accompanying table.

£24

Type	Petrol	Oil	Electric	Mar.	Jan.-Mar.
Hackneys	74	848		922	1,959
Goods:					
Agricultural	358	111	4	473	1,504
Showmen's	1	14	2	17	46
Local Authorities (watering and cleaning)	4	8		12	30
Tower wagons	15,263	6,519	139	21,921	60,210
Other goods					
Total Goods	15,626	6,653	145	22,424	61,791
Exempt vehicles	3,092	780	162	4,034	6,293
Tractors	2	38		40	106
Agricultural engines (£2 class)	88	5,973	8	6,069	15,284
Grand Totals	18,882	14,297	315	33,489	85,433

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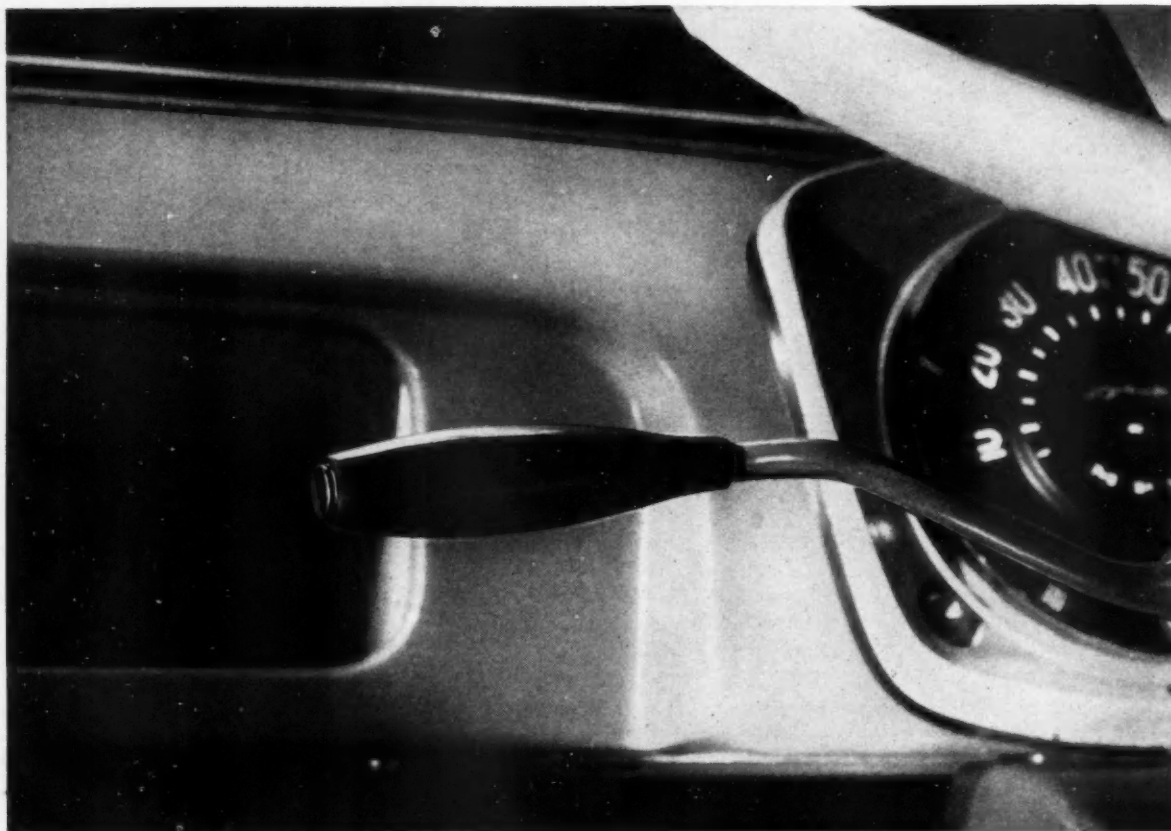
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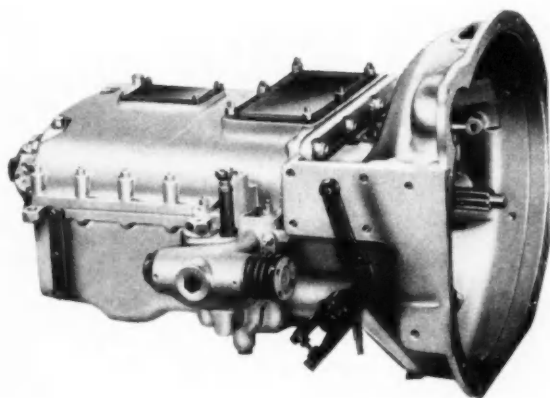
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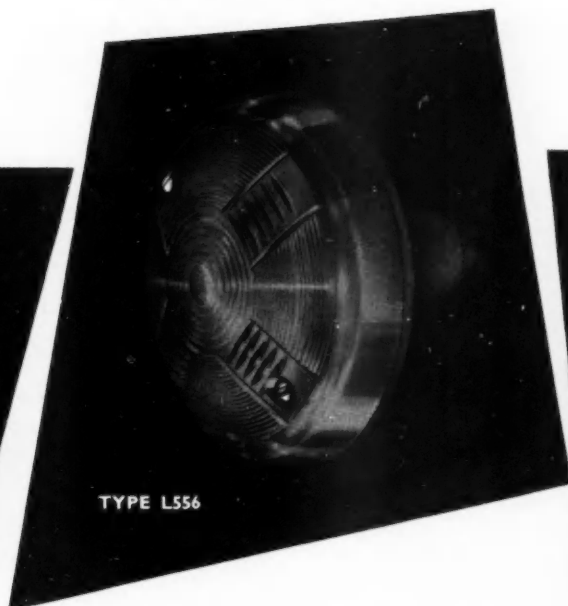
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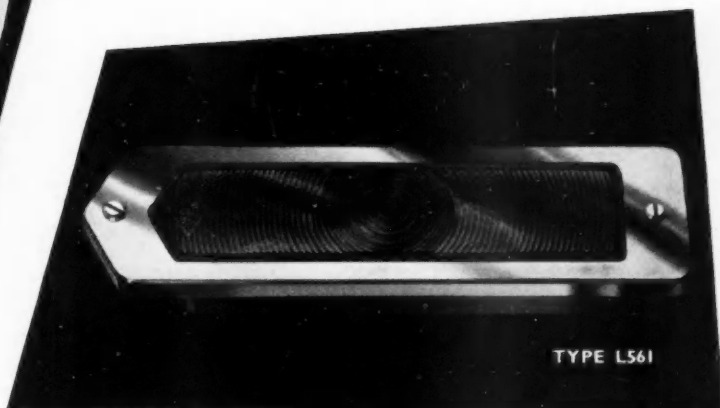


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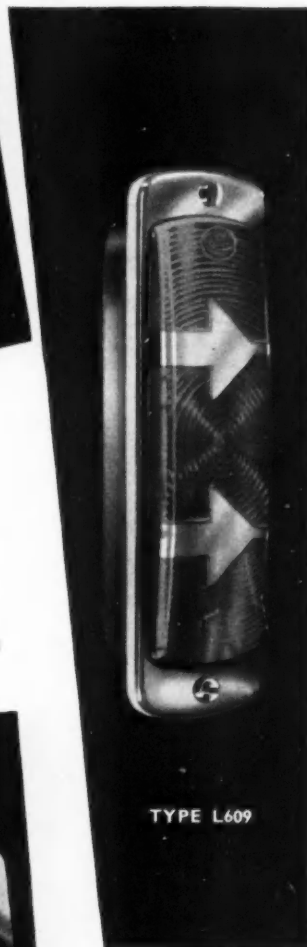


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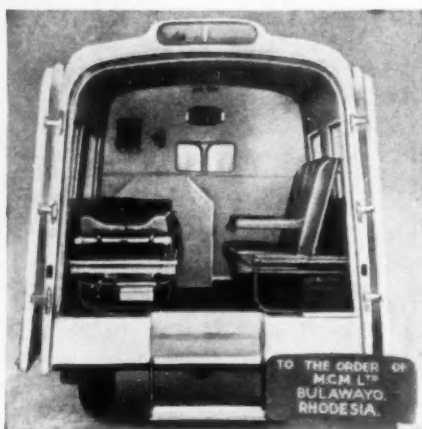
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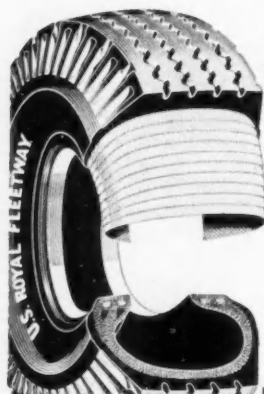
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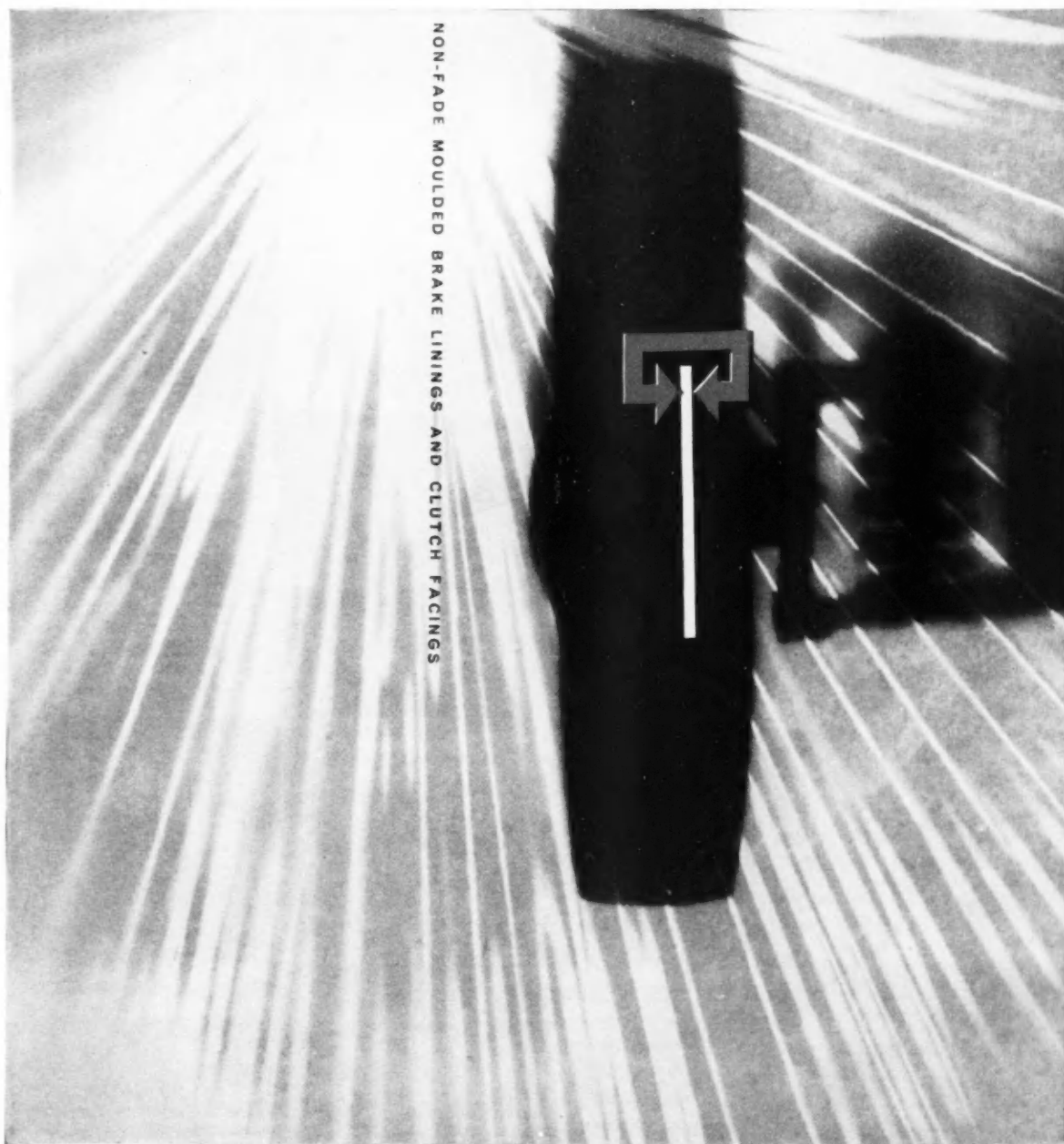
And now, all U.S. Royal Tyres are made with super-strength Tyrex cord.

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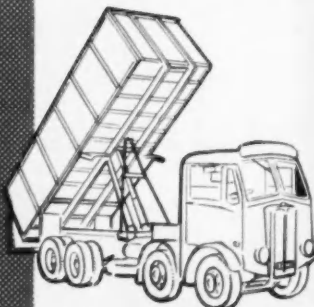


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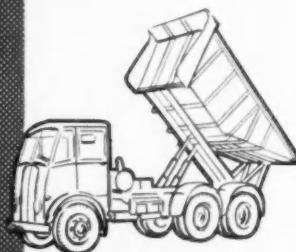
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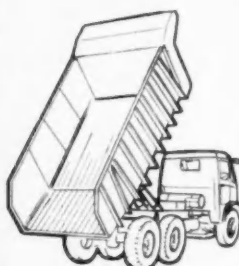
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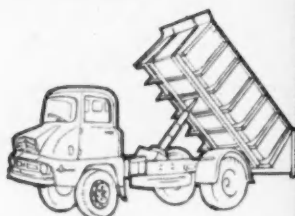
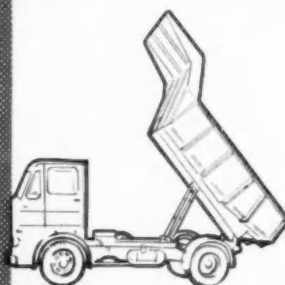


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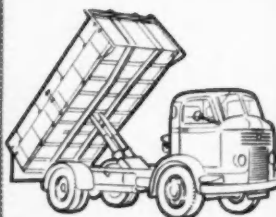
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# The Economics of Municipal Fleet Operation



*The Value of Any Saving in Man-hours, the Need for the Tools for the Job from Spanners to Vehicles, and the Case for Work Study Are Among Points Discussed in this Expert Analysis of Some of the Issues Relating to Municipal Fleet Economics*

by **A. G. Davies, M.A.P.H.I., A.M.Inst.P.C.**  
(Public Health Inspector, Woking U.D.C.)

(Above) Attention has been given to vehicle washing at the new municipal garage at Croydon, Surrey. (Right) This is a version of the Eagle Compressmore specially designed to meet a customer's requirements for maximum salvage-carrying capacity.

IT is common practice to express the economics of any fleet operation in terms of columns of figures, indicative of the recorded cash cost of purchase and maintenance of the vehicles under control. Such figures make a useful basis of comparison and can be of much value, providing the actual circumstances of operation are taken into consideration. However, they do not portray the background story of the incidentals which, in total at least, have a marked influence on costs.

There are always full stories waiting to be told around many of these individual items: for example, motor tyres and the influences on life and cost, or the influence on cost of the trend towards the use of reconditioned units as opposed to direct repair.

As a change to the mere presentation of figures, the author has chosen on this occasion to delve at random among some of the issues which are closely related to the economics of vehicle operation.

In these days of higher wages and shorter hours of employment it is essential to keep in mind that any saving in man-hours, however slight, will have a marked effect on total cost. This applies particularly to items of a regularly occurring nature, such as refuse-collection "rounds," routine maintenance jobs, and so on. The fact that overheads are often applied on a man-hour basis adds to the importance of cutting times to the minimum.

In modern thinking, the answer lies in the efficiency of the tools for the job, ranging through the whole sphere from spanners to vehicles. Indeed, the high cost of labour has been largely responsible for the emphasis during the past decade or so on mechanical development.



The labour market is one of continually increasing expense with no likelihood of any early alleviation from the trend. It has long since been realized in the municipal industry that any increase in wages is followed closely by other buyers in the labour market. Rather than serving to provide a labour force, such increases merely aggravate the cost issues and overheads continue to rise. The only answer lies in reduced labour forces made possible by increased mechanical efficiency.

Herein lies the real strength of the case made out for O. and M. and Work Study, new occupations made very profitable by the times in which we live. But cleansing officers make the best work-study officers in their own industry, because they know it so well. They should be prepared, in the interests of efficiency and ultimate economy, to get out the stop-watches and time some of the familiar jobs. This is a worth-while occupation and the results can be most illuminating and profitable.

Vehicles, buildings and plant of all kinds represent considerable capital outlay and are depreciated over varying periods. It is poor policy to look at first cost only, with the idea of not being able to afford the best piece of equipment for a particular job. Outlay, whether

*Spensorough U.D.C. is a small authority with an excellent record of vehicle maintenance, as is evident from this line-up of shining machinery.*

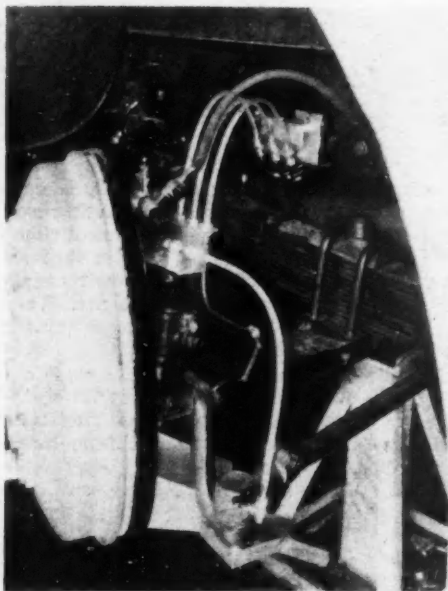
a loan is obtained or not, should be spread over a conservative estimate of plant working life.

In this light the best is usually the cheapest. Not to be able to afford a thing today sometimes means having to afford it another day. The period of depreciation should not be ridiculously low, for it is not good accounting to deceive oneself, whether by over-optimism or pessimism.

It often follows that if capital outlay has been pared to the bone, maintenance expenditure will be unduly high. Municipal operating conditions call for very robust vehicles, preferably made for the particular purpose rather than by adaptation.

Standardization is almost an essential policy these days. It has been said that if there was one standard model of vehicle, whatever its purpose, costs could be reduced by one-third. This may be an exaggeration, but it is certainly safe to assume that if cleansing officers (and for that matter fire officers, transport undertakings, and so on) would formulate a common policy of requirement, the saving on first cost could be considerable.

Standardization of the cleansing vehicle, however, remains a remote prospect while cleansing officers retain such a varied and individual approach to the needs of the job. There is no uniformity of thought as to the type of vehicle best fitted for the job of refuse collection, cesspool emptying or street cleansing, and even less uniformity as to the individual furnishings on any given type of vehicle.



*Automatic lubrication is providing an increasing contribution to maintenance economy. The photograph shows the automatic lubrication system of the Dennis front axle assembly.*

1174

Tradition, idiosyncrasy and salesmanship all play a part and, even allowing for necessary variations owing to geographical circumstances, there is much for which one cannot account.

In fleet maintenance every use should be made of facilities offered by manufacturers (some have exceptional service arrangements).

There has been a tremendous development in arrangements for service exchange units and every workshop administration should include full details of every possible replacement unit available, together with the costs involved. One or two makers will, for a reasonable fee, provide service engineers for the maintenance of their own items of equipment and, however old the particular unit in question may be, advice on repairs and adjustments can be readily obtained.

There are two ends to the maintenance scale: the large fleet systemized methods, when everything is done by numbers and dates in typical army fashion, and the "run-it-till-it-stops" method, where nothing whatsoever is done until the necessity is vital.

#### **Between the Extremes**

Obviously, the true aim should be somewhere between these extremes. Regular lubrication and oil changing are essential, and to neglect these is folly; but if in real doubt about complete stripping-down of an engine, it is right and proper that the cleansing officer should be able to defer a decision pending further evidence of need.

Some authorities profess to be unable to afford maintenance, but a salutary lesson would be obtained by correctly assessing the cost of lack of maintenance. Even comparisons between direct-labour activities and contract work provide illuminating information.

Nevertheless, there is obviously a point at which the facilities of commercial garages should be enlisted. Some cleansing officers are fortunate in having excellent local firms looking after their vehicles on a regular basis; others adopt a "fair-for-all" policy of allocating the work to different garages in turn, so that all have a share of the income to be obtained. Such a policy is fair to all except the authority who own the vehicles and the company who manufactured them.

Indeed, it is one of the hazards of the cleansing vehicle manufacturer that he has to design a vehicle which will work equally satisfactorily under circumstances of adequate maintenance and the other extreme of gross neglect. In few other spheres of industry do vehicles receive such hard

*(Continued on page 637)*

# Firestone

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### OUTPULLS AND OUTLASTS

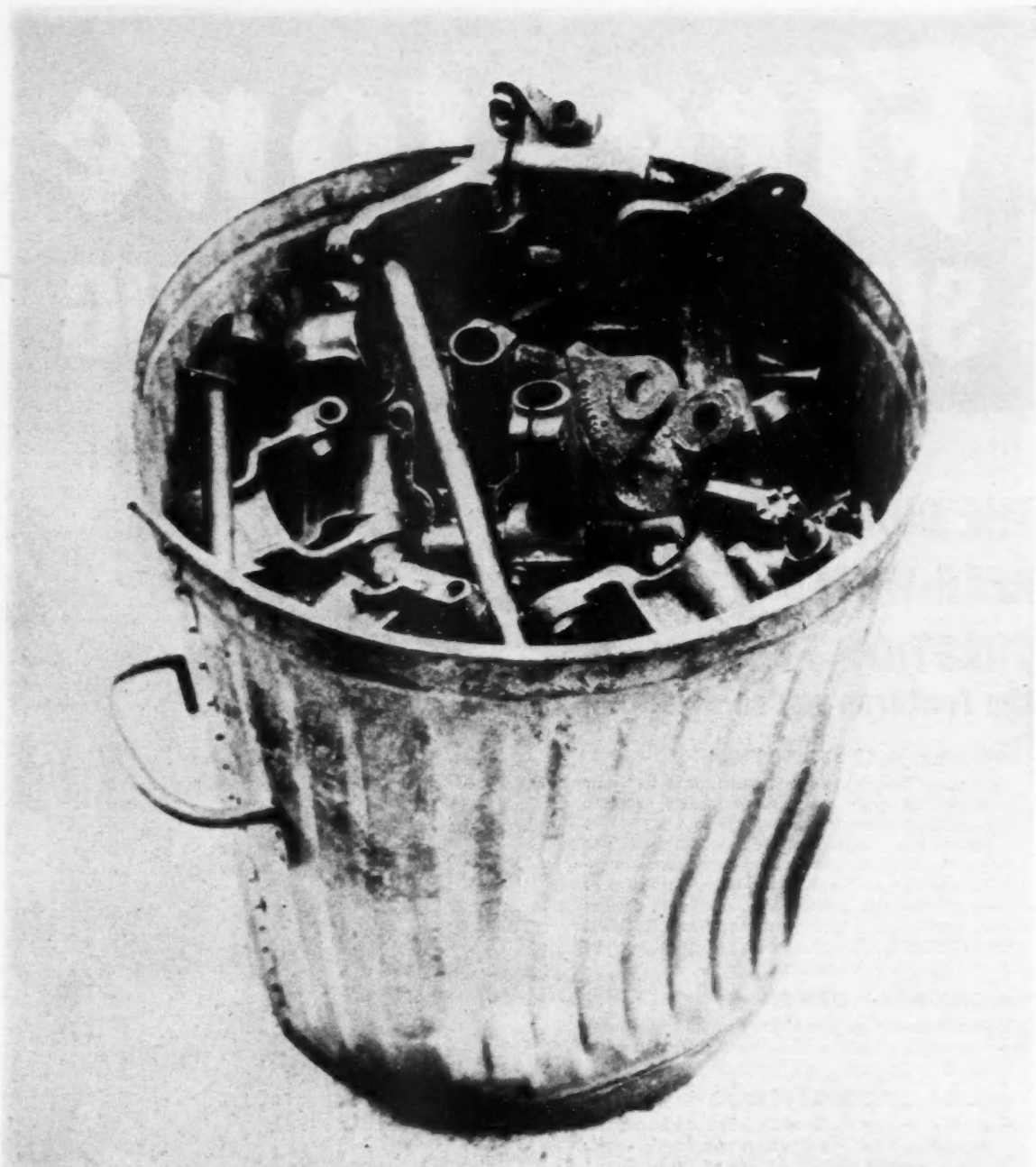
any tyre of its kind. Specially designed for on-and-off-the-road service where a large part of the work is off-the-road and particularly severe.



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use as in public cleansing, and reasonable standards of maintenance are essential if a vehicle is to give of its best for any length of time.

The progress of the diesel engine in its application to public cleansing has been almost meteoric, and certainly the subject does not provide the controversy that formerly existed. Not so many years ago the technical Press was absorbed with tabulations and comparisons of mileage costs. Next came reference to the operating disadvantages of the diesel engine, as, for example, an ascending scale of maintenance charges and the necessity to use expensive oils, temperature control problems, clutch wear and high rate of cylinder wear. Now even these matters appear to be thoughts of the past.

### The Diesel Accepted

It thus seems reasonable in a treatise of this nature to dismiss the diesel engine as having withstood the teething troubles, and sometimes perhaps unjust criticism, and as having become an accepted part of public cleansing because of its proved economy and efficiency.

Where bodywork is concerned the refuse-collection vehicle suffers considerably more than the commercial vehicle by reason of the abrasive action of the material which is constantly being carried, more particularly perhaps during loading and discharge. Such wear and tear is very much in evidence where vehicles of the rotating-drum type are in use.

Ever conscious of the requirements in this direction, the manufacturer has devoted much research to the use of new materials, and aluminium alloys are now very much in evidence. Work with glass-fibre materials has not as yet brought an extensive application in this field. Such material, whilst sharing the advantages of alloys in eliminating the need for expensive painting maintenance, has the additional advantage of providing a method of reducing vehicle weight, and thereby the tax to be paid.

### Abrasion

In some designs of bodywork provision is made for ready renewal of parts most likely to suffer by abrasive action, some also having a double thickness of material in the floor of the hopper. Abrasion is a factor incapable of full assessment, being influenced by the varying characteristics of refuse. Complete vehicles, even including chassis frames, can now be made from aluminium alloys, but the cost is heavy and a degree of compromise is necessary, the initial outlay having to be considered carefully in relation to operational savings over the working life of the vehicle.

Capacity is one of the all-important features of the modern refuse collector, although the possibilities in this direction are limited by the need for manoeuvrability and legislative restrictions. Rapid loading characteristics are a necessity, with facilities for at least two men to operate at the rear of the vehicle at any one time. Costs often appear to be high, but judgment in this respect must be tempered by a consideration of the life of the vehicle and the amount of work which will be undertaken before renewal becomes necessary.

### Unfavourable Cost Comparison

Costed on a basis of loads carried, the modern refuse collector must bear favourable comparison on an expenditure basis with any other piece of modern machinery or equipment. This, again, is a consideration which should be resolved when comparing the initial costs of vehicles.

Often it is known that an authority will settle for a particular machine which it admits does not meet its needs so well as another, merely because of a difference in cost of, say, three or four hundred pounds. Initial costs

should be assessed in relation to operational costs and achievements.

For transport of refuse a large load capacity is essential, as this has an influence not only on loading facilities, but also on the number of journeys involved to the disposal sites. The vehicle should be designed to permit speedy discharge with trouble-free action. There should be a full width and height opening in the rear of the body when it is raised to the discharge position, with the interior surface of the body and the floor, in particular, devoid of obstructions.

Tyres involve a substantial first cost and the wise cleansing officer will ensure a first-class system of control and record keeping. Life varies greatly due to damage on tips and abrasion on side walls and shoulders through constant riding of kerb edges, and there is a substantial wastage from this cause. Broadly speaking, the bigger the tyre the better for tip work.

In urban areas shrewd cleansing officers have eliminated the carrying of spare wheels on vehicles, the small cost of replacing punctured tyres from a service van being considerably outweighed by the saving in tyre costs. As in every other type of vehicle fleet, correct tyre pressures are of extreme importance and there is very good reason to follow the Army practice of painting tyre pressures on the wings.

### Standing Charges

Whatever the stage at which they are mentioned, standing charges have to be watched carefully, for they are a very significant part of fleet maintenance costs. The changes which have just been announced in motor taxation rates bring a substantial percentage increase in the amount of money to be found for this purpose.

Close attention should be paid to unladen weights, elimination of trailers where possible, and special taxation rates available in certain circumstances.

There is value to be obtained in the checking of the ratio of payload to unladen weight, both for existing and proposed vehicles. Spot checks on the payloads being obtained should be a regular feature of the maintenance routine. It was always the intention to include these statements in the present review; since Budget Day, however, they have assumed a new significance and it is more than ever necessary that these factors should not be overlooked.

And so ends a review of some of the influences on economic municipal fleet maintenance. It is a review which in no sense is regarded as being comprehensive, either in the number of points to which attention has been directed or in the detail in which they have been discussed. Each could be analysed still further to provide full-length material of interest and even provocative thought for people concerned in municipal operation.

### Immense Scope

Nevertheless, it is felt that at least the present contribution has the merit of indicating the immense scope of investigation which it is necessary for a cleansing officer to pursue if he is to be in close command of the service for which he is responsible.

For the most part the English cleansing service is efficiently administered, and expert investigation has resulted in many expressions of opinion to the effect that it is at least as efficient, if not more so, as its industrial counterpart. That is not to say, however, that improvement is not possible. The overall expenditure involved in the transport section of this service (approximating in many cases to about 50 per cent. of the total cost) is such as to demand that we give constant attention to this very necessary task.

## COMMENTARY

by JANUS

## SEA CHANGE

**S**O much discussion on transport subjects has been taking place between experts on both sides of the Atlantic during recent years that it is surprising there has not been news much earlier of plans to start a ferry service similar to the one now operating regularly between Tilbury and Antwerp and Tilbury and Rotterdam. The roll-on-roll-off principle is something for which Americans have not only provided the name but also some practical examples, including what has been done to meet the transport requirements of their armed forces.

Military operations are no doubt a law unto themselves. What has interested goods vehicle users in Great Britain far more is to hear that a U.S. shipping company, Atlantic Express Lines of America, Inc., has proposals for a service from Delaware River and Chesapeake Bay to so far unspecified ports in Britain as well as on the Continent. The very vagueness of the news induces operators to wonder whether the plan can bring them any advantage by making it possible to offer an extra service to their customers.

**O**THER ideas have been canvassed recently. United States Lines have consulted British operators about the possibility of using a special type of container. Mounted on bogies, it would in effect become a trailer, needing only a prime-mover, to take it from port to destination. The containers and the bogies would remain the property of the shipping line, who for this and other reasons would play the leading part in arranging the complete operation from American to British doors.

This kind of experiment may be only the beginning of an important development. What will be interesting is to discover whether the progress made following the opening of new routes from Britain to the Continent can be duplicated when similar techniques are made available for traffic to and from the U.S. What British operators are already looking for, as a result of their experience in Europe, is an arrangement that will enable them to offer to carry goods from door to door in their own vehicles or trailers, and to bring other traffic back.

**A**T first it was more usual for the complete vehicle to undertake the journey. This was a question of necessity for many of the small operators who were blazing the trail. They had no way of delivering the goods except from within their own resources. The journey was at least an experience, and if they were sensible it was a profitable experience, for the customer could afford to pay well for the rapid delivery and for what he saved on packing costs. The ferry service was invaluable for certain special consignments, but for many other purposes there was no point in using it.

The tendency has been towards the use of trailers on the Channel ferry crossing. This presupposes that arrangements have been made to cope with the traffic when it reaches the other side. Any operator who sends one of his trailers abroad wants to know continually what is happening to it, and will also want to use it for return loads if possible. Once the trailer becomes the established unit, it is inevitable that hauliers offering a service to the Continent will have to find Continental operators prepared to pick up the trailer and complete the second part of the journey.

Some operators would claim that this has been their

policy with Continental traffic ever since the opening of the Tilbury ferry offered a regular opportunity for sending across a complete vehicle and load. Previously there was at least one railway-owned ferry service where this was possible, but for various reasons operators found it not easy to make use of the service, and there were difficulties arising from the fact that the Continental end of the cross-Channel route lay in France. The Tilbury ferry avoided these problems, but still presented operators with a new situation.

The pioneers may well have earned that title. They found that much more paper-work than usual was involved when traffic went abroad, and that it was necessary to know a good deal more about foreign transport regulations than the fact that traffic should keep to the right instead of the left. There were licensing difficulties for hauliers, although the C licence holder, or "trader on own account," was less concerned. Drivers inevitably came up against all the usual problems of language, food, accommodation, exchange rates and so on.

Many vehicles still go over complete. Some examples were provided by the convoys of vehicles sent by Continental Ferry Trailers, Ltd., and other operators to the State Fair in Moscow. There may have been special reasons for this, including perhaps the wishes of the customers and of the Russian authorities, the problem of finding Continental operators willing to provide enough vehicles for the 2,000-mile journey from Rotterdam to Moscow, the wish to make national propaganda out of an important event, and the feeling of the operators themselves that such a valuable consignment ought not to be entrusted to anybody else at any stage of a journey of such magnitude.

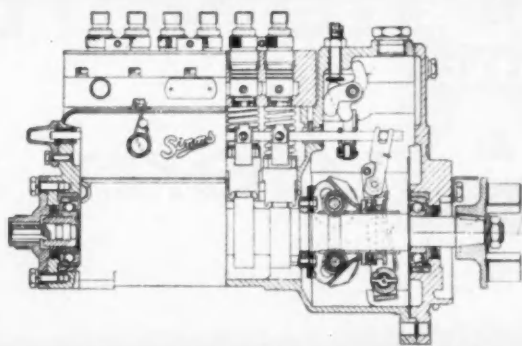
**A**LL the same, the pattern for the future, especially where there is regular traffic, seems to be to set up a network of working arrangements with suitable foreign operators and to use the loaded trailer as the connecting link. The pioneers have mitigated many of the early troubles but have not completely dispelled them. There are still difficulties arising from varying licensing systems and varying regulations for the construction and use of vehicles. To send a complete vehicle means that the services of a prime-mover and of at least one man are lost, perhaps for several days. They are earning no money on the lengthy crossing and indeed add to the cost.

These problems would arise if there were an Atlantic ferry service and many of them would be accentuated. For considerations of cost alone it seems out of the question that complete vehicles would ever be sent across. There might still be circumstances in which the use of trailers would be worth while. For certain loads the minimum of packing would be needed and there would be no need to dismantle them. These considerations might well justify the extra cost to the customer of having a trailer at his disposal for a long sea journey.

Enterprising hauliers may well be hoping that this is the case. They will wish to apply across the hemisphere the lessons they have learned across the Channel. They will no doubt have to take a closer look at what is happening in America, find operators who will take the trailers on to their destination, and even look into the possibility of return loads. The connections thus built up in America as well as in Europe should become more significant with the increase of international trade.

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## New Equipment and Publications

### Injector Tester

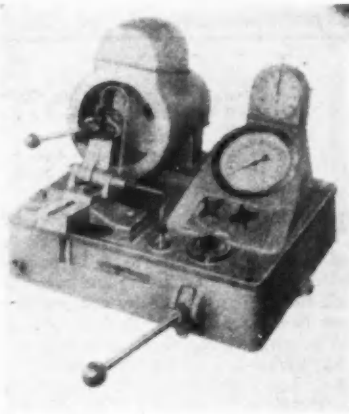
THE new hand-operated Hartridge injector nozzle Testmaster contains all the test facilities necessary to determine the condition of an injector nozzle.

Pump unit of the machine has an output adequate for nozzles with both large and small flow rates and a stabilizer allows the operator to obtain any constant rate of flow required and to maintain it throughout the pumping stroke. This enables the nozzle to be tested for dry-seat, chatter, and atomization. A combined oil-centrifuge and fume extractor operated by an air-driven tur-

bine, removes all atomized fuel from the illuminated spray chamber, after which it is filtered and returned to the oil tank which also forms the base of the machine.

A new type of isolating valve, which only requires finger-tip tightening for complete cut-off, gives full protection to the pressure gauge which is calibrated from 0-400 atmospheres and 0-5,900 p.s.i. There is a timer above the gauge.

A full range of attachments is available for testing various types of injectors. All necessary adjustments can be made while the injector is positioned for test.



Full testing facilities for injector nozzles are provided by the Hartridge Testmaster.

### Anti-Corrosion Treatment

EFFECTIVE anti-corrosion and anti-moisture treatment of electrical equipment is claimed for CRC 2.26 which is now distributed in the United Kingdom by Hellermann Ltd., Crawley, Sussex.

As a result of its low surface tension, CRC 2.26 applied to any metal will penetrate pores, cracks and holes and displace all absorbed moisture, and afterwards form a film on the surface to prevent further contamination. As this film does not become brittle or crack, it is a good corrosion inhibitor.

A 1 lb. aerosol dispenser of CRC 2.26 costs £1 16s., but it is also available in 1-gal. and 5-gal. cans and 55-gal. drums for application by brushing and immersion.

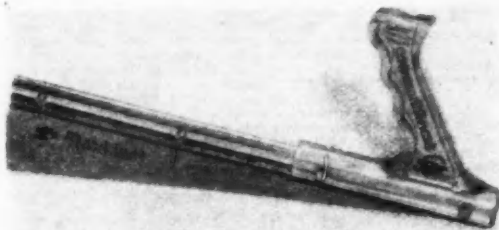
### New Sheet Saw

A SAW suitable for the cutting of metals, asbestos, plastics and similar materials in sheet form is now made by J. Stead and Co., Ltd., Cricket Inn Road, Sheffield, 2.

Known as the Steadfast Sheet Saw, the new tool has a 12-in.-long triangular blade which is held in a polished aluminium alloy spine. An amber plastic handle is attached to the end of the spine.

Two blades with 14 and 24 teeth per inch are supplied with the saw. These are made from "Cobaltrom" which is said to be a special, abrasion-resisting steel. The blades are strong and rigid, and give accurate cuts.

Price of the saw is 16s. including the two blades. Spare blades cost 3s. 3d. each.



The new Steadfast Sheet Saw.

### New Translucent Sheet

THE latest design translucent reinforced plastics sheet from Casceloid, Abbey Lane, Leicester, is Crystal Sheet. It is flat on one side and has a crystal finish on the other, which gives it a frosted glass or stippled effect.

Crystal Sheet can be sawn, drilled, punched or nailed and is available in sheets 33 in. wide (variable by  $\frac{1}{2}$  in.) and lengths from 3 ft. to 10 ft. in steps of 1 ft.

Net price of Crystal Sheet is 3s. 9d. per sq. ft., which is reduced when a quantity is ordered and 5s. per sq. ft. for normal supplies.

### Conversion Kit

KITS for converting the instruments on Leyland Comet CS3 and Super Comet trucks from electrical to mechanical operation are now available from Leyland Motors, Ltd.

For vehicles less than 12 months old, the kit costs £2. Kits for vehicles between 12 and 24 months old cost £5, and for those over two years old full list price is charged.

### Upholstery and Carpet Shampoo

A NEW upholstery and carpet shampoo has been introduced by Reddish Detergents, Ltd., Stanley Road, Cheadle Hulme, Cheshire.

This new product, called Hifoam, is a high-foaming detergent which is diluted with water and used by hand or through the various applicators designed to facilitate this type of cleaning. Hifoam produces a large amount of froth when

mixed correctly, and for upholstery cleaning using this froth only gives the best results.

Drying time of Hifoam is comparatively fast, mainly due to there being little penetration through to the back of the fabric.

Hifoam is sold in one-gallon cans costing £1 10s. and five-gallon kegs at £1 2s. 6d. per gallon.

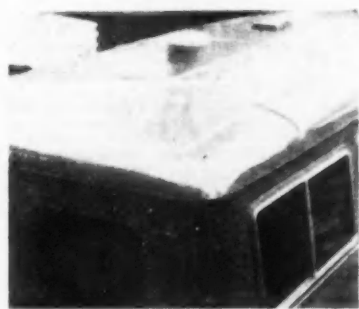
### New Ventilators

THE LATEST products from Key-Leather Co., Ltd., 5 Urswick Road, London, E.9, are two circular motorized ventilators.

Larger of the two is a model with a capacity of 250 cu. ft. per minute. A reversible motor is fitted so that the unit can be used for either air intake or extraction. Protection against rain is by a series of protective meshes. In addition, the air shutter can be closed completely although the ventilator is available with a fixed shutter if this is required.

The smaller model, the K-L Motorairette incorporates a reversible motor and protective mesh, but has a lower capacity of 90 cu. ft. per minute.

Both ventilators are obtainable suitable for 12 v. or 24 v. and it is said to be possible to use them in conjunction with static ventilators.



The K-L Motorairette shown fitted in the roof of a Commer 12-seater light bus.

### Tyre Information

A REVISED edition of their technical publication, "Facts About Tyre Performance" has been produced by the India Tyre Company.

The booklet explains the various factors which influence the ultimate performance achieved by a tyre.

Copies of the publication may be obtained from the company's head office, Inchinnan, Scotland, or any of its branches.

**Expansion Trends in Haulage**

# Licence Switches Sought in Large Numbers

AS usual, there has been a steady flow of applications to change contract-A and C-licensed vehicles to A licences—and decisions both granting and refusing such bids. This week's licence applications have been distinguished by one or two involving large numbers of vehicles.

In Yorkshire, George Pickersgill and Sons, Ltd., Bradford are seeking a contract-A to A switch for 10 vehicles, to carry mainly within a 30-mile radius for H. J. Heinz and Co., Ltd. George H. Aked, Ltd., also of Bradford, have asked for seven B-licensed vehicles.

Still in the Yorkshire area, Hulley's Dairy and Ice Cream Factory, Ecclesfield, is after a 21-vehicle new B licence.

The Star Brick and Tile Co., Ltd., of Newport (Mon.) has asked for the addition of 15 vehicles to its B licence, nine of which are now C-licensed. Regan Bros. (Haulage), Ltd., seek, in two applications, a seven-vehicle contract switch and increased tonnage on A licence.

## SCOTTISH (SOUTH)

**Decisions**

SS 15/10/3.—Alexander Scott (Contractors), Ltd., Glasgow, A var. add 4 veh. (170), 8 art. (271), granted.

## NORTHERN

**Applications**

N 16/5/1.—J. W. Hodgson (Transport), Ltd., Carlisle, A var. add 1 veh. (51st approx) (tanker) bulk milk collection Carlisle and surrounding counties for delivery to manufacturing and receiving depots in same area.

N 16/5/2.—The Gee Box Co., Ltd., new B lic. 2 veh. (66 9c). G.G., G.B. Now on C lic.

N 16/5/3.—T. Wright and Sons, Newcastle, B var. add 2 T. (90). Road and building mats, 100 miles; agric. lime 120 miles; British Railways goods as required; coal 100 miles.

N 16/5/4.—Dents Transport (Spennymoor), Ltd., B var. add 2 veh. (66 12c) on deletion of 2 veh. (41 17c) increases due to modifications.

N 16/5/5.—Dents Transport (Spennymoor), Ltd., B var. add 1 veh. (41 17c). Goods for Petfoods, Alfred Bird, Ltd., Callard and Bower, Ltd., Petty Wood and Co., Ltd., 25 miles of Tudhoe Colliery; occasional deliveries to Berwick, Seahouses, Morpeth, Whitby, Scarborough and Sedburgh.

## NORTH WESTERN

**Applications**

NW 19/5/1.—H. D. B. Morris, Wythenshawe, new A lic. 1 art. (51). Unit on contract-A lic.

NW 19/5/2.—Executors of A. Stanley, Ardwick, new A lic. 2 art. (144 15c). Two veh., 1 trl. on contract-A lic.

NW 19/5/3.—T. Marsden, Preston, new A lic. 1 veh. (21 15c). Mostly paper goods and g.g.; Manchester, Leeds, Huddersfield, Nottingham, Oldham. Previous lic. expired March 24, 1961.

NW 19/5/4.—C. R. Ahy (Bulk Transport), Ltd., Southport, new A lic. 1 T. (51). Cement, pulverized ash, limestone, dried sand, Lancashire, Yorkshire, Cheshire, Northumberland.

NW 19/5/5.—Woodcocks Transport (Chorley), Ltd., A var. add 2 T. (80), delete 1 art. (60).

NW 19/5/6.—F. Duff, Lancaster, A var. add 1 veh. (314).

NW 19/5/7.—G. Lawson and Son, Ltd., Bootle, A var. add 2 T. (170).

NW 19/5/8.—F. Davies (St. Helens), Ltd., A var. add 4 veh. (266 10c) including 2 art. (101 10c) and 4 trl. (160) including 2 art. (81 10c).

n42

NW 19/5/9.—New Day Holdings, Ltd., Manchester, new B lic. 3 veh. (90). Furniture, household effects, removals, England, Scotland and Wales. See 180 to apply.

NW 19/5/10.—Teletrics (Middletown), new B lic. 1 veh. (21 10c). Electric motors, electrical switchgear, street lighting components 25 miles. Now on C lic.

NW 19/5/11.—Thomas Wareing of Banks, Ltd., Southport, new B lic. 2 veh. (66 15c). Agric. ancillary: Carlisle, Newcastle upon Tyne, Midlands and local, or 100 miles of base.

NW 19/5/12.—Newbold and Dunn, Ltd., Warrington, new B lic. 1 veh. (21 15c). Bagged domestic coal for N.C.B., 25 miles. Now on C lic.

NW 19/5/13.—Lep Transport, Ltd., Manchester, B var. add 1 veh. (11 5c) g.g., 10 miles; air freight 100 miles; machinery and equipment for N.C.B.

NW 19/5/14.—D. Wright, Preston, B var. add 2 veh. (61 10c). Animal feeding stuffs for George Mawdsley and Son, 1 veh. Now on contract-A lic.

## YORKSHIRE

**Applications**

Y 24/5/1.—George Pickersgill and Sons, Ltd., Bradford, new A lic. 10 veh. (311 5c). Mainly goods for H. J. Heinz and Co., Ltd., within 30 miles. Now on contract-A lic.

Y 24/5/2.—George Pickersgill and Sons, Ltd., Bradford, A var. add 1 art. (71 5c).

Y 24/5/3.—Rycroft Transport Service Co., Ltd., Huddersfield, A var. add 1 art. (70).

Y 25/5/4.—Eastlaugh Bros., Ltd., Hull, A var. add 4 tankers (171 10c). Now on contract-A lic.

Y 24/5/5.—Valley Transport Co., Ltd., Hull, A var. add 1 veh. (31 10c) 1 art. (51 15c).

Y 24/5/6.—Frank Phillips (Haulage), Ltd., Sheffield, A var. add 1 veh. (21 10c).

Y 24/5/7.—Aberford Gravels, Ltd., Aberford, new B lic. 3 veh. (171). Ready-mixed concrete within 50 miles.

Y 24/5/8.—Geo. H. Aked, Ltd., Bradford, new B lic. 7 veh. (161 10c). Textile goods and machinery for Lister and Co., Ltd., Jesse Robinson and Son, Ltd., T. S. Tetley, Ltd., Walter Sykes, Ltd., Tomham (Bradford), Ltd., Gibson Street Woollen Spinning Co., Ltd., S. Bottomley and Bros., Ltd., Joseph Hoyle and Sons, Ltd., Kornberg and Segal, Ltd., Bradford, Halifax, Huddersfield, Wakefield and London; as required.

Y 24/5/9.—C. L. Metcalfe (Transport), Ltd., Cottingham, new B lic. 1 art. (51 5c). Road and building mats, for Hull Corporation within 15 miles and to and from Farndale; market garden produce within 10 miles; coal, coke and goods within 5 miles.

Y 24/5/10.—Northern Armoured Car Co., Doncaster, new B lic. 3 veh. (90). Currency, valuables and bullion within 100 miles.

Y 24/5/11.—Hulley's Dairy and Ice Cream Factory, Ecclesfield, new B lic. 21 veh. (271 10c). Goods for Hulley's (Frozen Foods), Ltd., and Day's Ice, Ltd., within 80 miles.

Y 24/5/12.—Mullan Bros., Ltd., Whittington, Moor, new B lic. 11 veh. (990). Coal, coke, colliery waste and road-making mats, within 100 miles.

Y 24/5/13.—L. Heyworth, Greenfield, B var. add 2 veh. (90) vary conditions of all vehs. Now on contract-A lic.

## EAST MIDLAND

**Applications**

EM 17/5/1.—R. C. Fletcher, Burbage, new A lic. 1 veh. (51 18c). Road and building mats, steel, agric. products, 175 miles.

EM 17/5/2.—Aurotel, Ltd., Griffydham, new A lic. 4 veh. (364 7c). Coal, coke, pig iron and scrap metal, Alexander Comley (Foundry Division), Ltd., coal, coke, clay, Renwick, Wilton and Dobson, Ltd., 150 miles.

EM 17/5/3.—B.R.S. (Contracts), Ltd., Ilkeston, new A lic. 18 veh. (501 3c). Goods for Cadbury Bros., Ltd., and J. Fry and Co., Ltd., under contract hire arrangements within 100 miles of base. See 180 applies. Now on contract-A lic. in East Midlands and Yorkshire areas.

EM 17/5/4.—British Road Services, Ltd., Bourne, A var. add 1 art. (91 15c) and 1 art. trl. (31 15c). Delete 1 veh. (66 17c) on special-A lic.

EM 17/5/5.—Limbbrick and Ferris, Burford, A var. add 1 veh. (51 10c). Bulk corn, feeding stuffs suitable for blowing or tipping discharge, normally within 120 miles.

**CONTRACTIONS:** add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

EM 17/5/6.—British Road Services, Ltd., Corby, A var. add 4 veh. (264 19c). Delete 1 veh. on special-A lic. based at Nottingham, 3 veh. on special-A lic. in West Midlands area.

EM 17/5/7.—V. M. Winslow, Kettering, A var. add 1 veh. (80). Agric. produce, fertilizers, steel, G.B.

EM 17/5/8.—Westfield Transport, Ltd., Mansfield, A var. add 2 art. (230).

EM 17/5/9.—C. Norman and Sons, Rockingham, A var. add 2 veh. (51 19c) Now on contract-A lic.

EM 17/5/10.—James Crosby and Sons, Ltd., Kings Hill, new B lic. 1 veh. (31 3c). Construction equipment and spares of Buckton, Ltd. (an associated company), Bucks, Berks, Herts, Northants, Oxon, and occasional journeys to adjacent counties.

EM 17/5/11.—H. H. Parker, Scunthorpe, new B lic. 1 veh. (66 5c). Road mats, tools and plant, 75 miles; pyrites as required. Now on contract-A lic.

EM 17/5/12.—P. Taylor, Thorpe Mandeville, new B lic. 1 veh. (31 19c) and 1 container (21 10c). Livestock, 150 miles.

EM 17/5/13.—E. Nesbitt and Sons, Banbury, B var. add 2 veh. (66 12c) Now on contract-A lic.; add 1 veh. (31 5c). For maintenance replacement on any B-licensed veh.; considerable addition to licence conditions.

EM 17/5/14.—W. H. Wallington and Sons, Hook Norton, B var. add 3 veh. (101 4c). Goods for Walter Craft and Sons, Ltd., fertilizer for I.C.I. Now on contract-A lic.

EM 17/5/15.—Parsons Brothers and Snape, Ltd., Lincoln, B var. add 3 veh. (131 11c). Coal, coke, patent fuels for Smith, Parkinson and Cole, Ltd., 80 miles.

**Decision**

EM 21/1/2.—E. R. Swinton and Son, Burbage, new B lic. 4 veh. (231 7c), refused.

## WEST MIDLAND

**Applications**

WM 18/5/1.—B.R.S. (Pickfords), Ltd., Birmingham, A var. 9 veh. (270). Furniture and effects, G.B. See 180 applies. 4 veh. (121) now on special-A lic.

WM 18/5/2.—G. H. Bloore, Ltd., Birmingham, new B lic. 2 veh. (31 15c). Plastics sheet within 60 miles.

WM 18/5/3.—L. C. Holding, Dawley, new B lic. 1 veh. (31 10c). Scrap, agric. lime, building mats, castings, 50 miles. Now on contract-A lic.

WM 18/5/4.—L. G. Fordree, Hanford, 2 T. (80 10c). Surplus excavations, road mats, for Conway's Sand and Gravel Co., Ltd., and John Laing (Construction), Ltd., on Birmingham Preston motorway, within 25 miles of Stoke Post Office.

WM 18/5/5.—F. and J. Transport, Hanford, 2 T. (71 15c). Same conditions as WM 18/5/4.

WM 18/5/6.—T. Corner, Hanford, 1 T. (40). Same conditions as WM 18/5/4.

WM 18/5/7.—M. D. McKay, Northampton, 2 veh. (71 15c) one T. Same conditions as WM 18/5/4. Base, Hanford.

WM 18/5/8.—Lep Transport, Ltd., Hanley, B var. add 2 veh. (51 5c). G.g. 15 miles, and to or from Manchester and Liverpool areas.

WM 18/5/9.—J. W. Fellows, Birmingham, B var. add 2 veh. (110). Goods for Forgings and Presswork, Ltd., and Hardy, Spicer, Ltd., within 150 miles. Backloads for Celcon, Ltd. Now on contract-A lic.

WM 18/5/10.—F. W. Potter (Stourbridge), Ltd., B var. add 1 T. (31 10c). Domestic and industrial fuel for Beaumont Fuels, Ltd. Now on C lic.

WM 25/5/1.—W. G. Goddard and Son, Ltd., Rugby, A var. add 1 veh. (60). Goods for Thomas Hunter, Ltd., mainly within 120 miles; timber mainly from London and Liverpool to the Midlands and North Staffordshire Coalfields and Newcastle upon Tyne. Contractors' plant and electrical engineering goods as required.

WM 25/5/2.—G. D. Poyser, Buxton, new B lic. 2 T. (120). Goods for Thruschley and Co., Ltd., within 150 miles; goods for Allsop's Quarries, Ltd., Hartshead Quarries, Ltd., and Ironbrook Quarries, Ltd., within 100 miles. Now on contract-A lic.

WM 25/5/3.—Southern Security Services, Ltd., Newcastle under Lyme, new B lic. 4 veh. (60). Cash and valuables within 50 miles.

**Decisions**

WM 9/3/1.—F. N. Griffin, Birmingham, new B lic. 4 veh. (131 10c), on contract-A lic., granted.

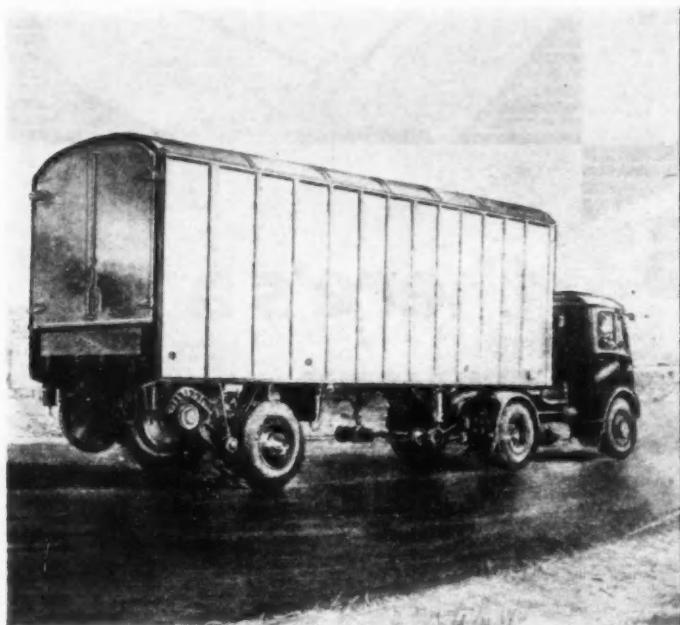
WM 23/3/8.—H. Pickering, Ltd., Tipton, new B lic. 3 T. (101 10c), on contract-A lic., granted.

(Continued on page 641)



Call this "through" traffic?

## Why not get the best of both worlds with the ROADRAILER?



<p><b>1</b></p> <p>The Roadrailer, loaded at the factory as an 11-ton articulated lorry.</p>	
<p><b>2</b></p> <p>The Roadrailer makes the trunk haul at 60 m.p.h. or more as part of a fast freight train.</p>	
<p><b>3</b></p> <p>The Roadrailer converted back to a lorry completes delivery by road.</p>	

Now it's an 11-ton lorry, loaded in the usual way and driven by road to the railhead. Only 150 seconds to retract the road wheels and lower the rail wheels and hey presto - now it's a rail vehicle, designed for through travel at an average speed of 60-65 m.p.h.

With the Roadrailer you can offer your customers increased range, cheaper long-distance haulage, overnight delivery at extreme distance - as

well as all the door-to-door convenience of road haulage. The Roadrailer can be adapted for liquids, timber, cement - all kinds of traffic.

The introduction of the Roadrailer is in everybody's interest. It helps free the roads. It helps industry by using the sensible economy of long-distance rail haulage. And it helps the road haulier to offer even more attractive facilities to his customers.

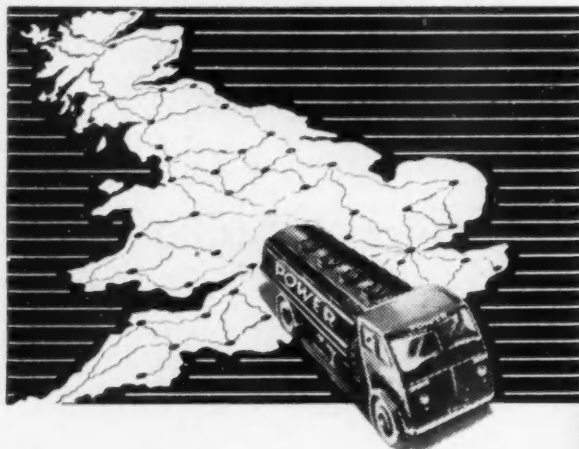


### PRESSED STEEL CO LTD

*Railway Division,  
Linwood Factory, Paisley, Scotland*

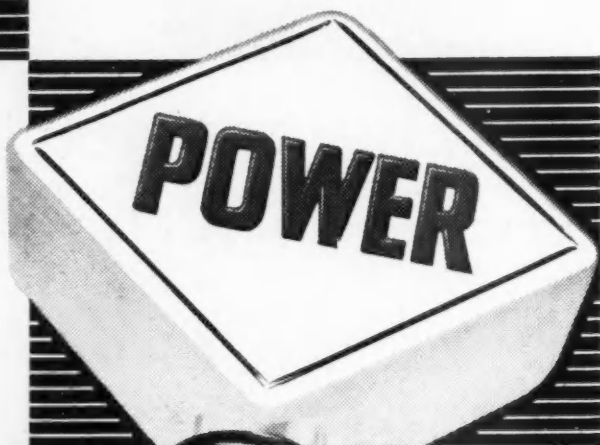
LONDON OFFICE: Railway Division, 47 Victoria Street, London SW1. HEAD OFFICE: Cowley, Oxford. BRUSSELS OFFICE: Rooms 2307 International Centre, Place Rogier, Brussels 1, Belgium. Manufacturers of motor car bodies, Prestcold refrigeration equipment and pressings of all kinds.

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Britain**



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POWER supply**

**for all your  
fuel needs**



**THE POWER PETROLEUM CO LTD** • Depots throughout the Country • Agency Pumps in all areas



WM 23/2.1.—**W. R. Hill and Sons, Ltd.**, Pontesbury, A var. add 2 veh. (7t 5c), refused.  
WM 23/2.2.—**L. Watt, Gobowen**, A var. add 2 veh. (1st 10c), withdrawn.  
WM 13/4.4.—**J. A. Gammon, Bridgnorth**, new B lic. 1 veh. (2t), granted in part.

## SOUTH WALES

### Applications

SW 17/5.1.—**G. T. Price and Sons, Llandovery**, Carm., new A lic. 2 veh. (8t 10c) and 1 T. (4t). Home grown timber products for J. R. Gordon and Co., Ltd., goods for G. T. Price and Sons (Llandovery), Ltd., normally within 150 miles. 1 veh. and 1 T. now on C lic. 1 veh. now on contract-A lic.  
SW 17/5.2.—**P. M. Keenan, Llanelly**, Carm., new A lic. 1 veh. (7t). Goods for G. D. Thomas Refractories, Ltd., normally within 250 miles. Now on contract-A lic.

SW 17/5.3.—**F. Gwyn Hoppe, Ltd.**, Swansea, new A lic. 6 veh. (39t 5c). Increased weight of 1 veh. due to reworking. Mainly building mats, machinery, metals and metal products, Wales, London area, Midlands, Lancashire, Yorkshire. 1 veh. (7t 10c). Mainly tinplate, steel tubes, pipes, Midlands, Yorkshire, Lancashire. Take-over from F. G. Hoppe, 1 art. (9t). Mainly building mats, machinery, metals, metal products, Wales, London area, Midlands, Lancashire and Yorkshire.

SW 17/5.4.—**G. N. Ricketts and Co.**, Bridgend, Glam., A var. add 5 veh. (35t 5c). Includes 5 livestock containers (10t). Livestock, agric. goods, produce implements, tiles, any distance. G.R., 25 m.p.h. Now on B lic.

SW 17/5.5.—**G. J. Fowler and Sons, Ltd.**, Cardiff, A var. add 1 veh. (45t 15c) and 1 art. (7t 10c). Pit props for N.C.B. (South Wales area), steel for Guest, Keen and Nealefolds (Midlands area), pit props for J. and W. Baldwin (Aston), Ltd., Birmingham. Now on contract-A lic.

SW 17/5.6.—**E. Lewis and Son, Pontardulais**, Glam., A var. add 2 art. (14t 10c). Coal, coke, manufactured fuels, steel, London area, Midlands. Now on contract-A lic.

SW 17/5.7.—**Abernant Transport (Rhigos), Ltd.**, Aberdare, Glam., new B lic. 2 veh. (6t 10c). G.R., 25 miles; 2 veh. (6t 15c). G.R., 30 miles. Previous lic. expired March 24, 1961.

SW 17/5.8.—**H. E. Jones, Usk, Mon.**, new B lic. 1 veh. (1t 5c). Caravan towing, 140 miles.

SW 17/5.9.—**J. Harris, Caerleon, Mon.**, B var. add 2 T. (7t 15c). Bricks and brick making mats. For National Star Group Sales, Ltd., Star Brick and Tile Co., Ltd., Ponthir, within 100 miles; road and building mats., Cromwell Co., Ltd., Newport, 30 miles.

SW 17/5.10.—**Star Brick and Tile Co., Ltd.**, Ponthir, Newport, B var. add 15 T. (63t 5c). Goods for Star Brick and Tile Co., Ltd., and associated companies. 9 veh. now on C lic.

## EASTERN

### Decisions

E 28/1.1.—**T. Westerman, Houghton Regis**, A var. 2 veh. (5t 10c), refused.

E 20/2.1.—**Pointers Transport Services, Ltd.**, Norwich, new A lic. 45 veh. (3 art.) (199t 5c). If granted all B lic. to be surrendered, granted.

E 6/2.1.—**S. Neal, Ltd.**, Sutton Bridge, new A lic. 2 veh. (8t 5c). Mainly refrigerated goods, refused.

E 6/3.6.—**B. F. Ward, Holbeach Fen**, new B lic. 2 veh. (6t 5c). If granted contract-A lic. to be surrendered, refused.

E 6/2/2.—**J. A. Tribe, Isle of Ely**, A var. add 1 veh., granted.

## WESTERN

### Applications

W 16/5.1.—**A. Nott and Sons, Withridge**, new A lic. 4 veh. (16t 10c). Roadstone, building and quarry mats., South Western counties.

W 16/5.2.—**K. Miles and Sons, Charnminster**, A var. add 3 T. (11t 1c). Sand, gravel, stone, building mats., corn feeding stuffs, fertilizers, normally Southern and Western England, and to Midlands. Now on B lic.

W 16/5.3.—**A. E. M. Fordham, Alderton**, new B lic. 1 veh. (6t). Bulk farm supplies within 170 miles.

W 16/5.4.—**E. MacDonald (Hircombe), Ltd.**, B var. 1 veh. (4t). Household furniture any distance.

W 23/5.1.—**Express Haulage, Bristol**, new A lic. 2 veh. (9t 5c). Cattle blocks and perishable goods from ships at London, Liverpool, Southampton and Avonmouth Docks to warehouse at Newcastle upon Tyne and Bristol. Redelivery to all areas. Now on C lic.

W 23/5.2.—**Cleeve Hill Transport, Ltd.**, Cheltenham, A var. add 1 art. (20t). Plant and machinery England and Wales.

W 23/5.3.—**Budleigh Transport, Ltd.**, Exeter, A var. add 2 veh. G.R. mainly china clay, lime for

spreading, road-making mats., solid fuel; normally within 100 miles.

W 23/5.4.—**M. E. Field and Son, Newent**, A var. add 3 veh. (15t 18c). Livestock, furniture, agric. produce, canned goods and e.g. normally within 200 miles. Now on B lic.

W 23/5.5.—**G. H. Ford and Sons, Tinsbury**, A var. add 2 T. (13t). G.R. mainly concrete products, normally within 150 miles.

W 23/5.6.—**L. Pike, Ltd.**, Wootton Bassett, A var. add 1 veh. (5t 15c). G.R. normally within 150 miles.

W 23/5.7.—**D. H. Fouracre, Bridgewater**, new B lic. 1 veh. (1t 7c). Towing caravans and their accessories and personal goods within 200 miles.

W 23/5.8.—**H. L. Goodwin, Bristol**, new B lic. 2 veh. (8t). Quarry, road and building mats. within 50 miles.

W 23/5.9.—**Securicor (Southern), Ltd.**, Gloucester, new B lic. 4 veh. (5t 8c). Cash and valuables within 50 miles.

W 23/5.10.—**Securicor (Southern), Ltd.**, Plymouth, new B lic. 4 veh. (5t 8c). Cash and valuables within 75 miles.

W 23/5.11.—**G. Pearce, St. Columb**, new B lic. 1 veh. (3t 10c). Agric. requisites and produce, building mats. within 25 miles. Now on C lic.

W 23/5.12.—**Securicor, Ltd.**, Bristol, B var. add 2 veh. (2t 14c). Cash and valuables within 50 miles.

W 23/5.13.—**Richards and Osborne, Ltd.**, St. Dennis, B var. add 6 veh. (18t 16c). Overburden and goods for Goonvean and Rostowrack China Clay Co., Ltd., within six miles of St. Stephens.

### Decision

W 7/2.33.—**Borrow Sands Caravan Park**, new B lic. 1 veh. (1t 2c). Caravan towing, United Kingdom, granted.

## METROPOLITAN

### Applications

M 18/5.1.—**Arrowsmith Trucking Co.**, Luton, new A lic. 1 art. (4t 15c), 1 veh. (7t). Goods for Three Star (Luton), Ltd., and subsidiaries, goods for B.R.S. and B.R. within 400 miles.

M 18/5.2.—**A. J. Hawkes, E.L.**, new A lic. 1 veh. (3t 5c). Plaster, plaster tiles, fibre and timber for fixing ceilings, London, North West, North East, West and South West England, occasionally Scotland.

M 18/5.3.—**Regan Bros. (Haulage), Ltd.**, E.L., A lic. modification 9 veh. (41t 7c), 1 art. (3t 10c), 7 trl. (26t 15c). Foodstuffs, meat, bonded goods, ships stores, G.B., e.g. normally within 25 miles. To be surrendered, 4 veh. (13t 10c), 2 trl. (5t). 5 veh. (22t 7c), 3 trl. (12t 15c) in possession.

M 18/5.4.—**Everley Bros., Ltd.**, Hayes, A var. substitute 1 semi-low-ldr. (v) for 1 low-ldr. (4t). G.R., building and contractor's plant, main, machinery normally within 200 miles.

M 18/5.5.—**Regan Bros. (Haulage), Ltd.**, E.L., A var. add 7 veh. (24t 16c), 5 art. (26t 11c). Meat, ships' stores, foodstuffs, bonded goods, G.B., e.g. normally within 25 miles. Now on contract-A lic.

M 18/5.6.—**S. Wiseman (Haulage), Ltd.**, S.W.17, A var. add 1 veh. (3t 10c). G.R. London and N.E. England.

M 18/5.7.—**Day and Sons (Gravesend), Ltd.**, Northfleet, new B lic. 8T. (24t 1c). Finished

products from firms to which applicants have delivered ash and clinker south of the Thames, within 50 miles, building and road mats., 25 miles.

M 18/5.8.—**Kelly and Smith, S.E.4.**, new B lic. 3 veh. (6t 1c). Goods for George Braden, Ltd., and J. G. McIntosh, any distance, other goods, 15 miles. Now on contract-A lic.

M 18/5.9.—**W. Chalk, Ltd.**, Reigate, B var. add 1 veh. (3t 10c). Cattle food, fertilizers, farm requisites for East Surrey Farmers Trading Association, bricks and sand for Standard Brick Co., blocks and plant for Pilkington Asphalt Co., all within 30 miles of Redhill Station.

M 18/5.10.—**Draxton Plant Hire, Ltd.**, Guildford, B var. add 6 veh. (17t 18c). Soil, builders' and civil engineering rubbish, plant and mats., 50 miles.

M 18/5.11.—**J. A. T. Rudge, Barking**, B var. add 1 veh. (3t). Household furniture, 100 miles, second-hand furniture, 30 miles; fruit, vegetables and flowers to and from Covent Garden, within 15 miles; other goods, 15 miles.

M 18/5.12.—**P. Talkington, N.W.10.**, B var. add 3T. (4t). Building and road plant, mat., rubbish, within 20 miles.

M 18/5.13.—**Tolemans Delivery Service, Dagenham**, B var. add 2 art. (7t 11c) (car transporters). New Ford vehs.

### Decisions

M 8/3.1.—**Cannonball Express, S.W.11.**, new A lic. 1 veh. (6t), refused.

M 1/3.11.—**W. J. Bowen and Sons, Ltd.**, Barking, new B lic. 34 veh. (129t 3c), granted.

M 1/3.8.—**S. J. Harris Transport, Ltd.**, W.C.2, A var. 1 veh. (3t 4c), granted.

M 1/3.5.—**J. D. Beasley, St. Paul's Cray**, A var. add 4T. (19t), granted.

M 17/3.7.—**Davis Bros. (Haulage), Ltd.**, E.L., A var. substitute 1 art. (6t 17c) and 1 veh. (7t 9c) for 2 veh. (13t 11c), granted.

M 16/3.2.—**J. A. Clark and Sons, Ltd.**, Leyton, new A lic. 2 veh. (7t 5c), refused.

## SOUTH EASTERN

### Applications

SE 25/5.1.—**A. W. Day, Chatham**, new A lic. 1 veh. (6t 15c) (tipper), scrap metal within 150 miles.

SE 25/5.2.—**W. E. Reeve, Ltd.**, Maidstone, A var. add 4 veh. (19t).

SE 25/5.3.—**Butler and Coleman, Ltd.**, Sittingbourne, A var. add 1 veh. (3t 15c). G.R. mainly within 250 miles occasional longer journeys as required.

SE 25/5.4.—**Securicor (Southern), Ltd.**, Bourne-mouth, new B lic. 4 vans (5t 10c). Cash and valuables within 50 miles.

SE 25/5.5.—**J. T. Willoughby, Gillingham**, new B lic. 1 tipper (5t 15c). Goods for D. M. Stevenson and Co., Ltd., and the Cement Marketing Co., Ltd., through Coal Deliveries (East Midlands), Ltd., as required. Now on contract-A lic.

SE 25/5.6.—**D. W. H. H. Kitchen, Lancing**, new B lic. 1 veh. (3t). Nursery produce 100 miles radius. Now on C lic.

SE 25/5.7.—**Securicor (Southern), Ltd.**, Southsea, new B lic. 4 vans (5t 10c). Cash and valuables within 50 miles radius of Portsmouth.

SE 25/5.8.—**B. H. Ellis, Dettling**, B var. add 1 tippers (11t 5c).



This A.E.C. Mammoth Major Mark V fitted with a glass-fibre insulated mild-steel tank is one of a number of such vehicles operated by B.R.S. (Pickfords), Ltd., on behalf of the Regent Oil Co., Ltd. The tank has a capacity of 3,600 gal., and is divided into two compartments each of 1,800 gal., capacity. Outlet pipes are from the centrally positioned manifold connecting either compartment for discharge at the rear by means of a Reavall water-cooled compressor.

Planning For Profit

# Reconciling Outlay With Costs

*The Effect of Specification on the 10 Items of Standing and Running Expenses Should be Carefully Examined When Considering the Purchase of a New Vehicle*

**T**HE post-war expansion of industry and the advent of new manufacturing processes have resulted in a corresponding demand for increased and more versatile transport services. Both the transport operator and the commercial vehicle manufacturer have combined to meet this demand by the introduction of new or more comprehensive services and by an increased range of vehicles. In such circumstances it becomes all the more necessary to analyse carefully the potential advantages, and possibly disadvantages, of the several types of vehicle available.

Whilst the combination of a quality produced chassis and a specialist-built body has always provided an ideal vehicle to meet the precise needs of individual operators, alternative specification is now available on a wider range of vehicles. The possibility of an injudicious choice is therefore increased.

In contrast to the purchase of a private car, the prime factor in determining the choice of a goods vehicle is the type of traffic carried and the quantity and frequency with which it is moved. Particularly where retail deliveries are concerned, road congestion in urban areas may compel the selection of a vehicle which is not ideal economically.

**T**HE opportunity to match the vehicle to the job is obviously more readily available to ancillary operators who are largely concerned with either one or a limited group of traffics. Additionally, they would normally have control over one, if not two, terminal points. Such matters as the height of loading bays and the platform of the vehicle can also be more readily standardized, as can the employment of mechanical handling methods.

Variations in vehicle specification relative to the body must be largely individual to each operator, but alternative equipment fitted to the chassis has more general application, and will bear more directly on one or more of the 10 items of operating costs. For example, the addition of a two-speed axle may effect some reduction in the overall fuel cost, whilst variation in tyre equipment could also have an appreciable effect on ultimate costs.

With the advent of the smaller oil engine, the alternative of this type of propulsion is now available in practically the whole

range of commercial vehicles. Substantial reduction in fuel costs can be achieved where the average annual mileage is sufficient to offset the higher initial outlay involved. But even this price differential as between the petrol or oil-engined version of a similar vehicle has been substantially reduced now that both are available as a manufacturers' alternative specification, as distinct from an individual conversion as was formerly the case.

**P**ARTICULARLY where bulky loads are carried, the extra platform length provided by an articulated vehicle may be of equal or even greater importance than its maximum carrying capacity. The maximum legal gross weight for the various types of goods vehicles are as follows: Rigid four-wheeler, 14 tons; six-wheeler, 20 tons; and eight-wheeler, 24 tons, whilst a draw-bar trailer is permitted a maximum weight of 14 tons. The combined weight of a vehicle and trailer with power-assisted brakes must not exceed 32 tons. There is throughout the additional qualification that the load on one axle should not exceed 9 tons.

The maximum length permitted for a rigid goods vehicle, whether four-, six- or eight-wheeler, is 30 ft. This is increased to 35 ft. in respect of articulated vehicles, whilst the length of a draw-bar trailer can be up to 22 ft., although no specific maximum is laid down for the combined length of a rigid vehicle with draw-bar trailer.

The following comparison between the operating costs of a petrol-engined or, alternatively, oil-engined 30-cwt. van are given as an indication of the relation between the initial outlay and the subsequent operating costs. For example, the initial outlay on the petrol-engined version would be approximately £813, whilst the total operating costs, when averaging only 300 miles a week, would amount to over £5,000 during five years of operation.

Dealing first with the standing costs of the petrol-engined van, the unladen weight of around 1½ tons would incur an annual licence duty of £27. This would give an equivalent standing cost per week of 10s. 11d. This is based on a 50-week year, so as to allow for two weeks a year when the van might be off the road either because of overhauls or holidays.

Because this type of vehicle would normally be engaged on retail delivery, the comparatively low average weekly mileage of 300 is assumed and, correspondingly, the driver's wages are calculated on a basic 44-hour week. Where the rate payable to an adult driver in Grade 1 areas as defined in the Road Haulage Wages Regulations R.H.(70) is applicable, the total

(Continued on page 643)



R16

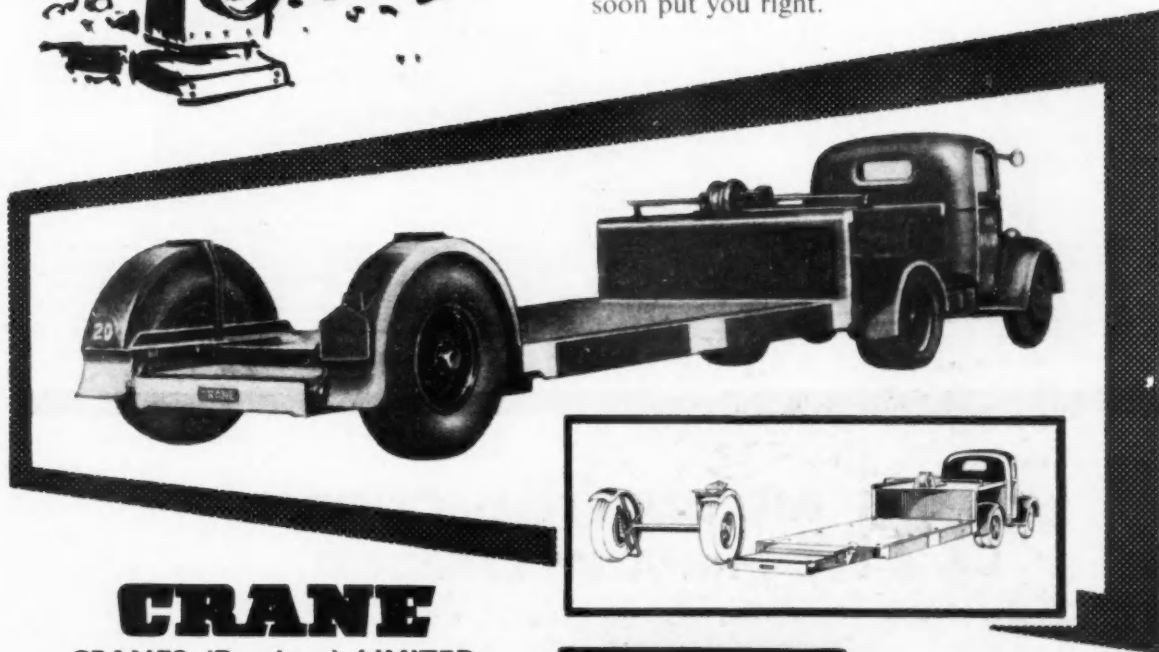
Instead of bottling Simonds Pale Ale in the U.K. and then shipping it to agents on the Continent, Courage, Barclay and Simonds, Ltd., have started a tanker service for the transport of the beer from their Reading brewery to a bottling factory in Antwerp.

A specially designed 3,240-gal. tank semi-trailer has been built by Thompson Bros., Ltd. of Bilston, Staffs., for the purpose. It has two inner containers of stainless steel, insulated and contained within an outer shell of aluminium. The insulation is to ensure that the beer remains in perfect condition whilst in transit.



But you can get things back to normal pretty quickly if you move your road repairing machinery to (and from) the scene on a Crane semi-trailer. This 10/12 ton cranked frame low load semi-trailer with detachable rear axle, for example, is low in price and can be used with most standard tractors, but it speeds things up no end.

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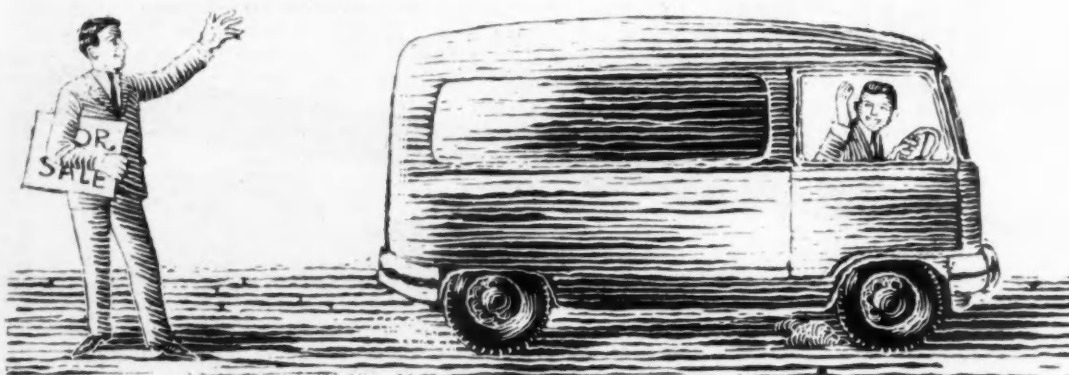
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cost of wages to the employer is reckoned at £9 14s. 10d. a week. This amount includes the employer's contributions to the new Graduated Pensions and National Insurance as well as employer's voluntary liability insurance. An appropriate adjustment is also made to allow for a two-week holiday with pay for the driver.

Although there must obviously be substantial variation in the garaging facilities provided for this type of vehicle, it will here be assumed that the equivalent weekly cost in respect of rent and rates incurred in providing such accommodation would amount to 9s. 6d. a week.

**I**N recent months there have not only been substantial increases in commercial vehicle insurance premiums, but, in addition, considerably more attention is being paid to the accident records of individual operators. As a result it has become more difficult to determine a fair average cost of vehicle insurance and it will here be assumed to be the equivalent of 10s. 7d. a week. This allows for comprehensive cover for an ancillary user operating in medium-risk areas.

Interest charged at a rate of 5 per cent. on the initial outlay of £813 adds 16s. 3d. a week, giving a total of £12 2s. 1d. for the five items of standing costs.

There are similarly five items of running costs, namely, fuel, lubricants, tyres, maintenance and depreciation. Assuming that petrol is purchased in bulk at 3s. 10d. a gallon and an average rate of consumption of 17 m.p.g. is maintained, the fuel cost per mile would then be 2.71d.

Lubricants, including both topping-up and refilling of the sump, is reckoned to cost 0.20d. a mile. With a set of tyres costing £70 and an average life of 30,000 miles, the tyre cost per mile would amount to 0.56d. Maintenance is assessed at 1.58d. a mile, which amount includes allowances for washing and servicing as well as major repairs.

In order to calculate the cost of depreciation, the equivalent price of the original set of tyres is deducted from the initial cost of the vehicle, followed by a further deduction in respect of the estimated residual value, here reckoned at 10 per cent. of the original cost. The resulting depreciation cost per mile is then 1.59d., giving a total running cost per mile of 6.64d.

Still assuming an average of 300 miles a week, the corresponding running costs per week would be: Fuel £3 7s. 9d., lubricants 5s., tyres 14s., maintenance £1 19s. 6d., and depreciation £1 19s. 9d.; total £8 6s. The resulting total operating cost per week is then £20 8s. 1d.

Dealing similarly with the oil-engined version of this 30-cwt. van, the initial outlay is now assumed to be £935. Because of a slight increase in the unladen weight, the cost of licences now becomes the equivalent of 12s. 1d. a week. The next three items of standing costs, however, remain the same. Namely, wages £9 14s. 10d., rent and rates 9s. 6d., and vehicle insurance 10s. 7d. a week. Although one of the factors determining the amount of insurance premium payable is the initial outlay on the vehicle, in the scale of rates in which this cost is calculated value excess becomes operative only above an initial cost of £1,000.

**B**ASED on an initial outlay of £935, interest charges will now be the equivalent of 18s. 9d. a week, giving a total standing cost per week of £12 5s. 9d.

It will be assumed that there is a 50 per cent. improvement in the rate of fuel consumption due to the fitting of the oil engine. With the resulting figure of 25.5 m.p.g. and a cost per gallon of 3s. 10½d. for oil fuel, the fuel cost per mile becomes 1.83d., compared with 2.71d. for the petrol-engined version.

Lubricants are reckoned to cost slightly more, namely, 0.22d., whilst tyres remain the same at 0.56d. a mile. Maintenance is now assessed at 1.32d., but depreciation is now increased to 1.85d. a mile due to the higher initial outlay. This gives a

total running cost per mile of 5.78d. The corresponding running costs per week would be: Fuel £2 5s. 9d., lubricants 5s. 6d., tyres 14s., maintenance £1 13s., and depreciation £2 6s. 3d.; total £7 4s. 6d.

When averaging 300 miles a week the total operating cost for this oil-engined 30-cwt. van would therefore be £19 10s. 3d., as compared with £20 8s. 1d. for the petrol-engined version.

In examining these costs it will be noticed that almost half of the total is accounted for by the item of wages, even when this is limited to a basic 44-hour week. Particularly where delivery work is concerned involving the driver stepping in and out of his vehicle many times a day, any improvement in body design which would facilitate his movements must obviously have a substantial effect on the overall profitability of the vehicle. In this type of work, the total number of deliveries which can be effected during a given period is determined more by the time taken by the driver to make the actual deliveries from a stationary vehicle to the customer, than by the mileage or tonnage involved.

The second major item is the cost of fuel and, as shown here, the fitting of an oil engine results in a saving on this item of cost of £1 2s., even when the mileage is limited to 300. This difference more than offsets the comparatively slight increase in the cost of interest and depreciation of the oil-engined version.

**A**LSO relative to the item of interest charges, it will be noted that this amounts to less than 10 per cent. of the cost of wages. Because of this ratio, any increase in interest charges due to a higher outlay resulting from improved cab or van



Floor height of the boxvan body on this Karrier Bantam is only 1 ft. 11 in. This has been achieved by building the body directly onto the chassis frame. At the rear there is a full-width roller shutter. The vehicle was supplied by H. Taylor and Co., of Kingston-upon-Thames.

design, should be more than offset by the greater productivity of the driver which it is expected will ensue.

When only one or two delivery vans are employed it is obviously uneconomic to have a reserve vehicle available when the time comes for major overhaul. Apart from hiring a vehicle for that particular occasion, there are two other alternatives, namely, contract-hire on a long term or, if ownership of vehicles is insisted upon, a more frequent renewal of vehicles, say every year. In that event the two items of cost chiefly involved would be maintenance and depreciation. Changing vehicles yearly would increase the cost of depreciation. But even if this increase were more than the saving effected by the reduced amount of maintenance which should then be required, the extra availability of the van to earn revenue could result in an overall gain.

S.B.  
n49

## Pressure Control For Injection Pumps

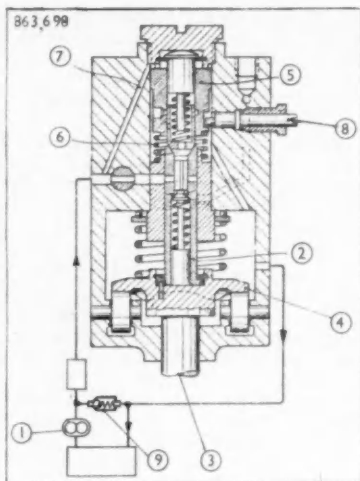
**A**N injection pump in which the excess-fuel device for starting is controlled by the pressure of the fuel supply is disclosed in patent No. 863,698. The fuel is supplied by a gear-type pump, and the pressure rises with increasing engine speed. (Robert Bosch G.m.b.H., 4 Breitscheidstrasse, Stuttgart, W. Germany.)

The drawing shows the injection pump in section and the fuel-lift pump (1) diagrammatically. The injection unit is of the single-plunger type and distribution is performed by a rotary barrel (2) driven by the spindle (3). A four-lobed cam (4) reciprocates the plunger.

Excess fuel is provided when spill sleeve (5) is held in its highest-output position by a spring (6). The sleeve is also an hydraulic piston, subject to the pressure of the fuel on its top face, via the duct (7).

In operation, before the engine starts, the piston is at the top, giving the excess fuel setting. As soon as the engine speed rises, so does the lift pump pressure. This forces the sleeve (5) downwards to a position determined by a pin (8).

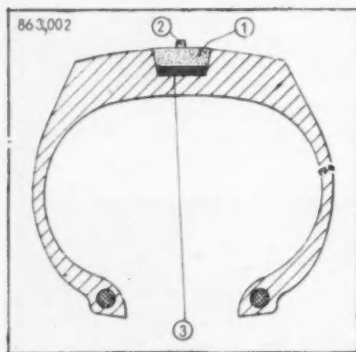
Pressure created by the lift pump can be adjusted by a spring-loaded relief-valve (9).



### A TYRE FOR SNOW

**A** TYRE for use on icy roads forms the subject of patent No. 863,002. Its chief feature is that it can be rapidly converted to or from a conventional form. (Pirelli Societa per Azioni, 94 Viale Abruzzi, Milan, Italy.)

A cross-section is shown in the drawing.



The tread has a taper-section circumferential groove in the middle. In this is placed a separate tread ring (1). This is provided with studs (2) which will penetrate ice and ensure a drive. The tread ring also contains inextensible cords (3) which, when the tyre is inflated, force the ring tightly into the groove.

To convert the tyre to suit normal conditions, the ring can be removed by deflation and replaced by one having a normal tread pattern.

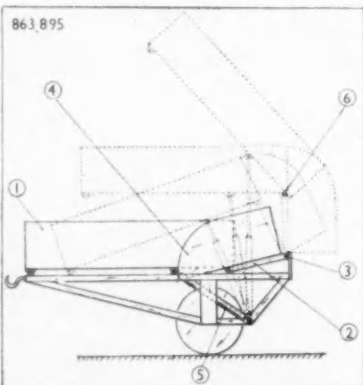
### HIGH-DISCHARGE TIPPER

**T**O enable a tipping body to discharge its load in a high-level heap is the aim of a design shown in patent No. 863,895. (N. Geertzema, Kolhorn, Netherlands.)

The body, or tip box as it is called, is shown in full lines in the normal travelling position (1). The bottom rear end is linked by a radius arm (2) to the frame, the arm swinging about pivot pins (3). Side-plates (4) attached to the arms fit closely against the outside of the body.

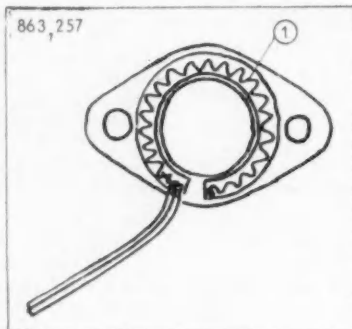
Successive positions of the body as it tips

is raised by the hydraulic ram (5) are shown in the drawing. The radius arms come against stops when they reach the vertical position, and further ram movement then lifts the body about the pivots (6). Discharge of the contents cannot occur until the body has reached the highest position.



### SELF-HEATING CARBURETTOR GASKET

**A** SIMPLE device to aid starting an engine is shown in patent No. 863,257. It consists of a special gasket for fitting between carburettor and induction pipe, containing a heating element. (G. Cushing, 17 Devonshire Street, London, W.1.)



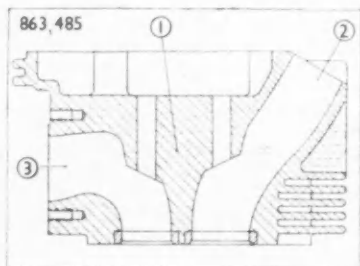
The sketch shown gives the main outline of the device. An electric heating coil (1) is embedded in the gasket earthed at one end and fitted with a lead at the other.

By passing a current of 4 amp. through the coil for two minutes, the region of the carburettor flange is raised to a temperature of at least 89° F. This is sufficient to ensure adequate vaporization of the petrol. As the element is completely buried in the asbestos filling, there is no risk of igniting the mixture.

### AIR-COOLED HEAD

**P**ATENT No. 863,485 discloses a design for an air-cooled cylinder head suitable for compression-ignition engines. It is claimed to provide more adequate cooling. (Lanova A.G., 16 Bahnhofstrasse, Zürich 1, Switzerland.)

A section of the head through the valve axis is shown in the drawing. The chief



feature is the provision of what are called heat-conductive walls (1) between the inlet and exhaust passages (2 and 3) and at other points in the cylinder head. In addition to this, the bore containing the injector is surrounded by several passages through which air can pass.

### UNIVERSAL BALL BEARING

**P**ATENT No. 865,558 discloses what is called a universal ball bearing. This consists of one large ball movable in any direction on a number of smaller balls, all held in a cup-shaped race. (Deutsche Star Kugelhalter G.m.b.H., Schweinfurt, Germany.)

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<b>5-TON</b>	THAMES 1952 Luton Van; 4D Engine; Useful Vehicle. Seen Birmingham ..	<b>£200</b>
<b>5-TON</b>	COMMER 1958 Medium Diesel Platform; Alloy Flat Body 15' 6" with Cab Height Headboards. Seen Birmingham ..	<b>£585</b>
<b>7-TON</b>	BEDFORD 1959 Fixed-sided All Steel Tipper; Well Shod; Bedford Diesel. Seen Birmingham ..	<b>£760</b>
<b>7-TON</b>	COMMER 1959 Platform; 900 x 20 Tyre Equipment; Excellent Condition; Excellent Tyres; One Owner; Tased January, 1962. Seen Manchester ..	<b>£775</b>
<b>15-CWT.</b>	BEDFORD 1958 Martin-Walter 12-seater Bus; Excellent Condition; 19,000 Miles. Seen Manchester ..	<b>£350</b>
<b>5-TON</b>	AUSTIN 1953 L.W.B. Loadstar; Diesel Engine; One Owner. Seen Manchester ..	<b>£150</b>
<b>30-CWT.</b>	COMMER 1957 N/C Diesel Van; Painted Blue; One Owner. Seen Manchester ..	<b>£175</b>
<b>7-TON</b>	ALBION 1950 Chieftain L.W.B. Tipper; Very Good Tyres; "C" Licence Owner. Seen Manchester ..	<b>£275</b>
<b>5-CWT.</b>	AUSTIN 1959 A35 Van; Petrol. Seen Maidstone ..	<b>£325</b>
<b>5-CWT.</b>	AUSTIN 1960 A35 Van; Petrol. Seen Maidstone ..	<b>£335</b>
<b>15-CWT.</b>	BEDFORD 1960 D/S Truck; Petrol. Seen Maidstone ..	<b>£475</b>
<b>1-TON</b>	AUSTIN 1958 Omnicoach; Painted Blue/Black; Moderate Mileage. Choice of 3. Seen Canterbury. From ..	<b>£385</b>
<b>5-TON</b>	BEDFORD 1955 Dropsided Diesel Truck; Above Average Condition. Seen Canterbury ..	<b>£495</b>
<b>15-TON</b>	FODEN F.G.6 1948 8-wheel Dropside Truck; Gardner 6 L.W.; Nice Condition; Unladen Weight 6 Tons 19 Cwt. Seen Canterbury ..	<b>£595</b>
<b>7-TON</b>	BEDFORD 1958 Platform Truck; Blue/Green; Two-speed Axle; Good Condition Throughout; One Owner. Seen Rochester ..	<b>£750</b>
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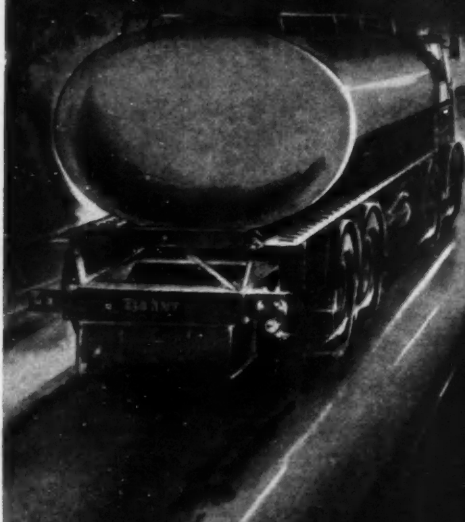
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16 s.w.g. Aluminium Alloy  
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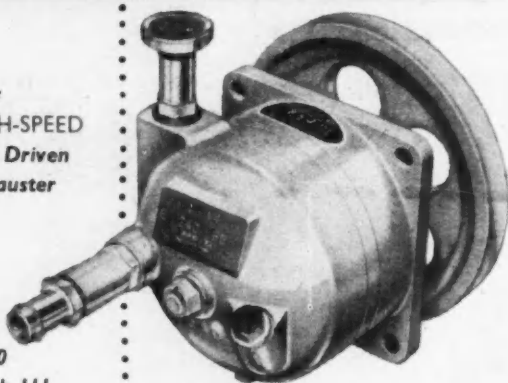
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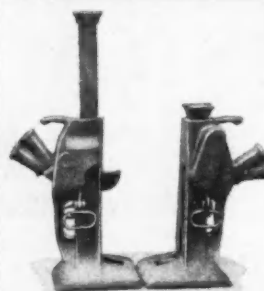
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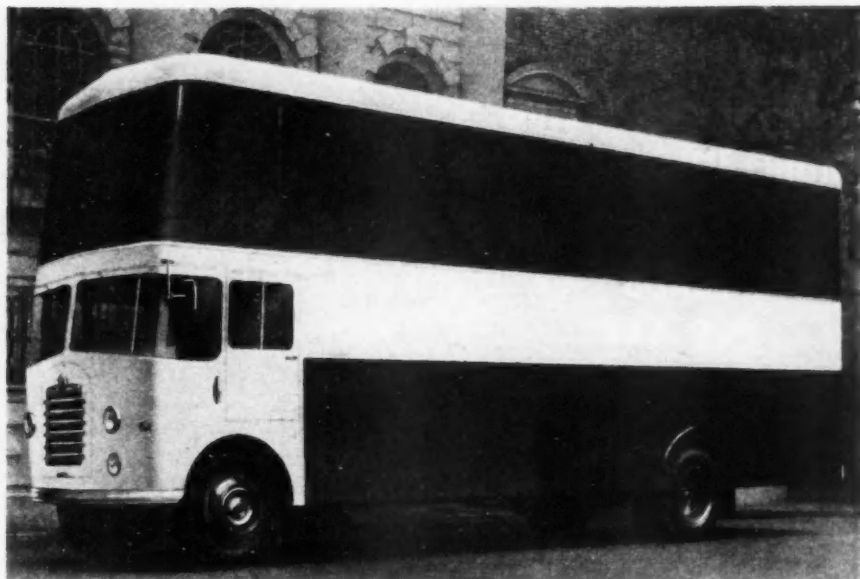


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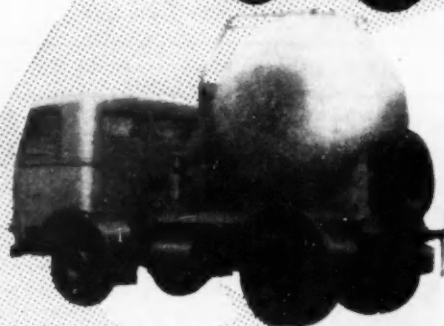
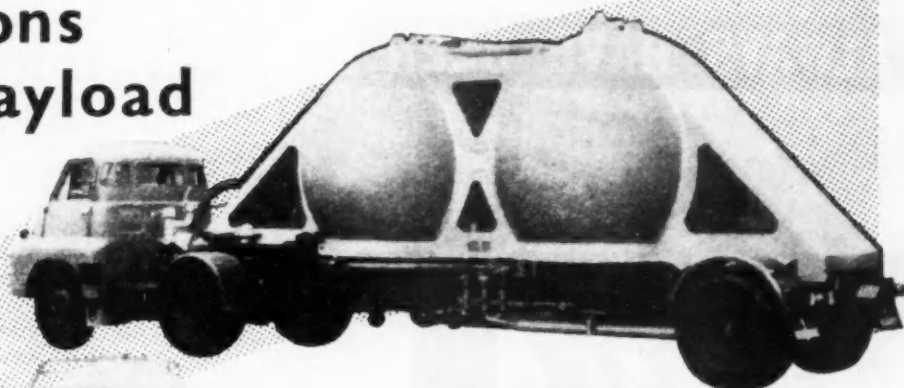
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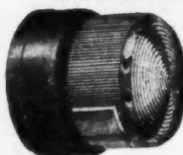
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**1956 BEDFORD** 41-seater PLAXTON. Heaters, Formica side casings, red pattern Moquette. Recertified before delivery. Price **£2,300**

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Bedford 1952, 35-seater (for works  
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Leyland 1950, 33-seater (for works  
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## USED GOODS VEHICLES

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**A.E.C.** Matador, unregistered, good working order, new battery, spare wheel and tyre, winch, air brakes, etc., £800. L. W. Vase, Ltd., Amptill, Amptill 3255-6. 911-821

**A.E.C.** 1947, 12-ft. 6-in. flat body, good tyres, ex C-licence operator, £195. Edgware 2572. 911-108

**A.E.C.** Monarch 8-ton long-wheelbase flat, a very superior vehicle, all good tyres, £325 or terms arranged.

**HENRY EATON LTD.** 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 911-43

**1948** A.E.C. 9.6 engine, booster box, 20-ft. platform, excellent condition. C. Russell, 155 Millbank St., Northam, Southampton 26590. 911-244

**1950** 4-wheel, 9.6 engine, 20-ft. flat, in very good condition, £400.

**1956** A.E.C. 8-wheeler chassis and cab, 9.6 engine, double drive, air brakes, 40 x 8 tyres, fitted p.t.o. ex petrol tanker, in very good condition, £1,500. 4 Carruthers St., Liverpool, 3. Central 2047. 911-45

**1948** A.E.C. 4-wheeler, 9.6 engine, 20-ft. platform body, £275. Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone, Wednesday 0470. 911-139

**1957** A.E.C. Mustang, 'win steer, flat platform, good condition, £1,500.

**A.E.C.** Mercury tipper, £1,500.

**MILLBURN MOTORS LTD.** Glasgow, N.J. Phone, Bell 0073. 911-311

**A.E.C.** 4 x 4, 6 x 6 Matadors, T. E. Cunliffe, 20, Northern 9832. 911-280

**1953** A.E.C. Mandator tractor unit, 9.6 engine, air brakes, S.A.E. coupling, one owner since new, very well maintained in first-class order.

**1956** A.E.C. 8-wheeler tipper, 15.5-d. body, double drive, in excellent order.

**1949** A.E.C. 4-wheel platform truck, 9.6 engine, in excellent running order, £150.

**RUSH GREEN MOTORS,** Langley, Hitchin, Herts. Stevenage 174. 911-387

## A.E.C. Wanted

**A.E.C.** Monarch short wheelbase. Full particulars, price, Box CM053, care of "The Commercial Motor." 911-506

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**1954** ALBION Chieftain double-deck cattle truck, container body, £585, or terms arranged.

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**ALBION** Chieftain chassis-cab CH3AXL, brand new, surplus to requirements. Best offer under list price, Wetherby 2197. 911-73

**HERWIN'S** for early delivery of Chieftain long-wheelbase vehicles. Herwin Woolwich 8161. 911-234

**ONE** ALBION Clydesdale LxB dropside tipper, FT101A, steel bed with Edbro B and F front end twin ram tipper, in perfect condition, fitted with reconditioned engine, George Road (Transport), Ltd., Milsheiden, Glos. Drybrook 2367. 911-11

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**1955** Chieftain, long-wheelbase platform, £425.

**1955** Reiver long-wheelbase platform, £775.

**JOHN HUDSON,** Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 911-372

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**CENTRAL GARAGE (UPPINGHAM) LTD.,** Market Place, Uppingham 3296-7-8. 911-402

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EARLY delivery of new ALBION Reiver.  
SEE our advertisement under Used Goods Vehicles Unclassified.

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WATLING STREET (A5), BROWNHILL, STAFFS.  
Phone, Brownhills 2307, 2336 and 2392. 911-360

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**ATKINSON** 7-ton short-wheelbase hydraulic tipper, Gardner engine, £295, or terms arranged.

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**1950** ATKINSON 8-wheel tipper, drop-side bulk alloy body, £725. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 911-148

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**1958** ATKINSON 8-wheel 6LW tipper, large bulk body, automatic greaser, ready for work.

**1959** ATKINSON 8-wheel 6LX tipper, bulk body, latest cab auto greaser, repainted.

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Edgbaston 4501-5. 911-320

## CLASSIFIED ADVERTISEMENTS

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## Used Goods Vehicles (contd.)

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**FREDK. RAY, LTD.,** Grovebury Rd., Leighton Buzzard, Phone 2192. 911-441

**1957** ATKINSON 8-wheel 24-ft. platform body, with sdes, new engine recently fitted.

**1954** ATKINSON 8-wheel double-drive tipper, alloy body, with Gardner 6LW engine, in good order throughout.

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**1956** AUSTIN long-wheelbase tipper, B.M.C. diesel engine, new tyres, £295.

**1955** AUSTIN 5-ton truck, P6 diesel, good condition, £195. Edgware 2572. 911-104

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SIX MONTHS' GUARANTEE  
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**1955** AUSTIN 3-ton B.M.C. diesel normal-control boxvan, guaranteed, £345.

**1953** AUSTIN 3-ton Luton van (approximately 900 cu. ft.), £225.

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**1959** A152 Omnivan, 20,000 miles, guaranteed, £375.

**1960** AUSTIN A152 13-seater Omnicoach, duo-tone, 19,000 miles, guaranteed, £595.

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EDGWARE ROAD, N.W.9.  
Hendon 6509. 911-181

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**DARTMOUTH GARAGE,** AUSTIN Distributors, High St., West Bromwich. West Bromwich 2441. 911-137

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**NEW** AUSTIN 30-cwt. drop-side truck, immediate delivery.

**NEW** AUSTIN 19-cwt. Omnivan, immediate delivery.

**1958** AUSTIN 30-cwt. diesel van, £395.

**1959** AUSTIN 15-cwt. van, heater, £325.

**1957** AUSTIN 15-cwt. van, £245.

**1960** AUSTIN 15-cwt. van, £345. 911-212

**1959** AUSTIN 15-cwt. Omnitruck.

**CARMO OF LONDON,** Leighton Rd., N.W.5. 911-254

Used Goods Vehicles (contd.)

**MARSTON MOTOR CO. LTD.**

SEVEN SISTERS ROAD, TOTTENHAM,  
LONDON, N.15.  
Phone, Stamford Hill 8900.

MAIN retail dealers for AUSTIN commercial vehicles and sole distributors for Thornycroft commercial vehicles for London and Home Counties north of the Thames.

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**NEW LUTON VANS  
FOR  
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NEW AUSTIN new-type 30-cwt. diesel 500-cu.-ft. Luton van, in primer.  
NEW AUSTIN 5-ton 1,700-cu.-ft. diesel Luton van.  
NEW AUSTIN 3-ton 1,325-cu.-ft. Luton van.  
NEW AUSTIN Omnicoach in primer.  
NEW AUSTIN 3-ton normal-control diesel drop-side truck. 911-436

**1955.** November AUSTIN B.M.C. diesel long-wheelbase truck, 17-ft. flat, Eaton 2-speed, 825 x 20 tyres, very good condition throughout, £295. A and L Vehicle Supply Co., 27-41 Gravel Lane, Salford, 5. Phone, Manchester, Blackfriars 1511. 911-69

**4** X 4, good selection, low mileage, M.O.S. rebuilds from £150 each; 6 x 4, very low mileage, M.O.S. rebuilds, chassis and cabs, from £175 each.

**CUNDEY AND STEWART, LTD.,** Alfreton, Derby. Phone, Leabrooks 477. 911-817

AUSTIN 5-ton forward-control boxvan 1958, petrol, perfect condition, £595. Macaulay 3373. 911-13

AUSTIN 152 omnivan, 1959, one owner, taxed, black, unwritten, £325. Macaulay 3373. 911-14

**1958** 152 15-cwt. Omnivan, sliding doors, £265. Curry Motors Ltd., London, S.E.13. Phone, Lee 8583. 911-3

**1956** AUSTIN 3-ton long-wheelbase forward-control drop-side truck, new engine recently fitted, £275. **OX'S MOTORS (HILL TOP), LTD.,** 137 Hill Top, West Bromwich. Phone, Wednesbury 0470. 911-141

**GET THAT COMMERCIAL  
FROM  
G.T.C. COMMERCIALS, LTD.**

**1960** AUSTIN 7-ton long-wheelbase drop-side truck, 12,600 miles only, 9.00 x 20 tyres, as new, £925.  
**1958** AUSTIN 3-ton long-wheelbase drop-side truck, normal control, £295.  
**1956** AUSTIN B.M.C. diesel, 5-ton forward-control chassis-cab, one owner (large combine), £250.  
**1954** AUSTIN 3-ton long-wheelbase drop-side truck, one C-licence owner, £140.

**28** BOW RD., London, E.3. Advance 5242-3.  
**(30** Yards from Bow Road Tube Station.) 911-495

AUSTIN 5-ton long-wheelbase platform truck, forward control, 1957 B.M.C. diesel engine, very clean machine, £385.

AUSTIN 2-ton Luton van, 1953, 700-cu.-ft. body, replacement B.M.C. diesel engine, 28 m.p.g., £200.

AUSTIN 3-ton forward-control petrol drop-side truck, 1957, low mileage, carefully used, £325.

TERMS and exchanges.

**D. D. EASTWOOD,** 23 Aston Rd. North, Birmingham, 911-162  
Phone, Ast 3467.

**1960** 7-ton 23-ft. platform.  
**1957** 5-ton forward-control diesel.

**VINCENTS OF YEOVIL, LTD.** Phone, Yeovil 2991, 911-296

**1953** AUSTIN 5-ton, special insulated van body for provision trade, roller shutter and side door, recently fitted reconditioned engine and gearbox, vehicle is much above average and cannot be faulted, £265. Terms.  
**PHILIP FOSTER,** 106 High St., Uxbridge. Phone 34202. 911-418

**BEDFORD  
CAPITAL MOTOR CO. LTD.**

REMINGTON STREET,  
CITY ROAD, LONDON, N.1.  
Phone, Clerkenwell 7456.

**BEDFORD MAIN DEALERS.**

NEW BEDFORDS, 10-ton tractor unit, immediate delivery.

NEW BEDFORD 4-ton TK drop-side truck, immediate delivery.

NEW BEDFORD 5-ton TK 151-in.-wheelbase truck, immediate delivery.

NEW BEDFORD 7-ton TK 167-in.-wheelbase truck, 9.00 x 20 tyres, immediate delivery.

NEW BEDFORD 3-ton normal-control 143-in.-wheelbase diesel drop-side truck, immediate delivery.

NEW BEDFORD 7-ton forward-control 120-in.-wheelbase standard tipper, 2-speed axle, 9.00 x 20 tyres, early delivery.

**1957-59** BEDFORD CA vans, good condition, from £150.

FOR immediate delivery of the above new BEDFORDS.

PLEASE phone Clerkenwell 7456.

**CAPITAL MOTOR CO., LTD.,** Remington St., City Rd., London, N.1. 911-226

**1962**

Used Goods Vehicles (contd.)

**CARMO OF LONDON.  
BEDFORD TO THE BACKBONE.  
IMMEDIATE DELIVERY.**

NEW BEDFORD 5-ton 151-in.-wheelbase diesel, drop-side.  
NEW BEDFORD 10-12-cwt. and 15-cwt. long- and short-wheelbase vans.  
NEW BEDFORD Wokobus.

NEW BEDFORD TK 7-ton 167-in. drop-side, 2-speed axle, 300.  
NEW BEDFORD 5-ton normal-control 197-in.-wheelbase chassis-cab, 300 diesel.

ALSO the following reasonably priced used BEDFORDS.

**1959** BEDFORD 15-cwt. CA van.

**1959** BEDFORD farmers Utilibike.

**1956-7** BEDFORD 3-ton P4 diesel truck; choice of three.

**1956** BEDFORD 10-12-cwt. CA van.

**1957** BEDFORD 5-ton Luton van.

**1954** BEDFORD 3-ton extended-wheelbase truck.

**LARGE SELECTION OF CA VANS  
FROM £100.**

OTHER MAKES AND MODELS ALWAYS AVAILABLE.

BACKED BY UNEQUALLED SERVICE AND SPARES FACILITIES

BEDFORD RECONDITIONED ENGINES FROM STOCK.

NEW TK MODEL ALWAYS AVAILABLE FOR DEMONSTRATION

WRITE, PHONE OR VISIT

**THE BEDFORD CENTRE,**

LEIGHTON ROAD,

LONDON, N.W.5.

Gulliver 5555. 911-251

**1958** BEDFORD (petrol) 5-ton forward-control platform trucks (two), from £450.

**NEW BEDFORD TK TIPPERS**

120-IN. AND 151-IN. WHEELBASE

AVAILABLE FOR IMMEDIATE DELIVERY.

**BARTON MOTORS (PRESTON), LTD.,**

PRESTON.

Preston 4664. 911-39

**E. J. BAKER AND CO. (DORKING), LTD.**

BEDFORD

MAIN DEALERS.

**1960** BEDFORD short-wheelbase, steel-body diesel tipper, £965.

**1959** BEDFORD tippers for sale, a fleet of 20 Model J55 (current type normal control) with 300 cu. in. Bedford diesel engines, fitted with Anthony underfloor gears and 6-cu.-yd. Always Wedg heavy-duty steel bodies, cab guards, 3/16-plate floors, fixed and dropped sides, 9.00 x 20 tyre equipment, average mileage 45,000, ready for work.

**55-61 LONDON STREET,**

CHERTSEY.

Chertsey 2391. 911-176

**1959** BEDFORD short-wheelbase diesel 6-ton tipper, £265. **Houts Motors, Ltd.,** Stafford St., Wolverhampton, Phone 23295 (three lines). 911-6057

**BEDFORD** A-type Luton van, 21-ft. long, recently completely overhauled including bodywork, etc., good tyres all round, in exceptional condition. **Denver Motors, Ltd.,** Harrow Rd., E.11. Mar 3381. 911-6060

**1958** BEDFORD 10-12-cwt. in exceptionally good condition throughout, choice of three from £225. **Cavendish Motors,** Cavendish Rd., N.W.6. Willesden 0046-8. 911-268

**1952** BEDFORD-SCAMMELL articulated unit, Perkins RD diesel engine, the whole unit in excellent condition, this vehicle has been maintained in first-class order by a large operator, £225.

**W. J. REYNOLDS (MOTORS), LTD.,** 643 Eastern Avenue, Ilford, Essex, Valentine 1155. 911-24

**1956** BEDFORD 5-cu.-yd. Anthony steel tippers, P6 diesel engine, choice of four. **Robert Deards, Ltd.,** Ent 1222, ext. 37. 911-127

**1959,** December, BEDFORD 7-ton forward-control diesel aluminium boxvan, 750 cu. ft., £775. **Dawmier Motors, Ltd.,** Ewell By-pass, Surrey, Ewell 2382. 911-214

**COLONIAL MOTORS (SOUTHWEND), LTD.,**

OFFICIAL BEDFORD DEALERS.

NEW BEDFORD 25-cwt. drop-side truck.

NEW BEDFORD 10-ton tractor, 5-speed gearbox, 2-speed axle, Scammell coupling gear.

**BEDFORD** Kenex 4 berth caravan, £903.

**BEDFORD** 15-cwt. vans and 12-scatters.

**COLONIAL MOTORS (SOUTHWEND), LTD.,**

HADLEIGH, ESSEX.

Phone 57275-6 (10 lines). 911-293

Used Goods Vehicles (contd.)

**LAWSON PIGOTT MOTORS, LTD.**

MAIN BEDFORD DEALERS

**BEDFORDS ARE OUR BUSINESS**

WE specialize in all types of bodywork, composite alloy. Favourable delivery, quotations sent on request.  
NEW BEDFORDS for immediate delivery.

NEW BEDFORD 1,200-cu.-ft. pantechonicon, composite body, with rear low-loading well, walk-in tailboard normal-control diesel chassis, one only, price £1,545. Painted to customer's choice of colour.

NEW BEDFORD 4-ton normal-control chassis-cab diesel.

NEW BEDFORD TK 5-ton 151-in. wheelbase chassis-cab, diesel.

NEW BEDFORD TK 7-ton short-wheelbase chassis-cab, diesel.

NEW BEDFORD TK 7-ton long-wheelbase chassis-cab, diesel, 5-speed gearbox.

NEW BEDFORD 7-ton normal-control short-wheelbase tipper, diesel.

NEW BEDFORD 12-ton tractor unit, diesel.

NEW BEDFORD 10-12- and 15-cwt. short- and long-wheelbase vans.

NEW BEDFORD 12-seater conversions, most models available.

**1958** BEDFORD 7-ton diesel truck, 2-speed axle, 19-ft. body, £745.

**PART-EXCHANGES?** Certainly! Hire-purchase terms.

SALES STAFF IN ATTENDANCE UNTIL 5 PM SATURDAYS.

**PHONE, BARNET 1066.**

**186 EAST BARNET ROAD,**

NEW BARNET.

320 KING STREET, HAMMERSMITH,

LONDON, W.6.

**PHONE, RIVERSIDE 4111.** 911-319

**PARSONS AND PARSONS (GARAGES), LTD.**

THE BEDFORD MAIN DEALERS.

FOR YOUR

**NEW OR USED BEDFORD.**

BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE. OFFER SUBJECT TO REMAINING

UNSOLD. THE FOLLOWING:—

**NEW BEDFORDS.**

NEW BEDFORD long 15-cwt. CA vans.

NEW BEDFORD 15-cwt. utility Busette, blue and grey.

NEW BEDFORD 15-cwt. Calthorpe caravan, blue and ivory.

NEW BEDFORD 25-cwt. Hawson van, 200 diesel, extra-high body, choice of two.

NEW BEDFORD 7-ton forward-control 120-in.-wheelbase Anthony hoist tipper, 8 cu. yd., 350 diesel, 5-speed gearbox.

NEW BEDFORD 7-ton forward-control chassis-cab, 350 diesel, 176-in.-wheelbase, 5-speed gearbox.

NEW BEDFORD 7-ton forward-control drop-side tipper, Telchoist, 120-in. wheelbase, 5-speed gearbox.

**USED BEDFORDS.**

**1959** BEDFORD 7-ton 300 diesel drop-side truck, 16-ft. body, £750.

**1956** BEDFORD 7-ton platform, diesel, £350.

**1957** BEDFORD 8-ton tractor unit, reconditioned engine, new tyres, £600.

**1956** BEDFORD 10-ton tractor unit, diesel, £500.

**1954** Model BEDFORD 5-ton Luton, diesel, £350.

**1955-57** BEDFORD 15-cwt. CA van, from £195. Choice of four.

**PARSONS AND PARSONS (GARAGES), LTD.,**

HARLOW, ESSEX.

Phone, Potter Street 121. 911-246

**BEDFORD** CA vans, wide choice, at a range of prices. **Great Western Motors,** Shepherd's Hill, London Rd., Reading. Phone, Reading 63333. 911-223

**1950** BEDFORD B.T.C. articulated platform vehicle, Perkins P6 engine, good condition, £295. **Mansfield Autos, Ltd.,** High Rd., Brimscombe, Herts. Hoddesdon 4567. 911-99

**1956** BEDFORD 5-ton A-type platform, P6 diesel, painted primer, £450. **Arnold 7771.** 911-88

**1956** BEDFORD 5-type tractor unit, Scammell hitch, good condition, £445. **Arnold 7771.** 911-90

**HUNTER VEHICLES, LTD.**

CROWN WORKS,

290 SOUTHBURY ROAD,

ENFIELD.

**1956** BEDFORD articulator with 8-ton Carrimore 22-ft. straight-frame trailer, P6 diesel, one owner, in excellent condition.

**IMMEDIATE DELIVERY.**

**HIRE-PURCHASE TERMS ARRANGED**

**HOWARD 4184** 911-312

## Used Goods Vehicles (contd.)

### HAMILTON MOTORS (LONDON), LTD. THE MAIN BEDFORD DEALERS

WE always have a comprehensive stock of the first-class Quality Tested and other BEDFORDS for your inspection. MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—  
NEW BEDFORDS for immediate delivery.

**NEW** Vans, all types and conversions.  
**4**-TON chassis-cab.  
**5**-TON chassis-cab and truck.  
**7**-TON, all models.

**1956** BEDFORD 25-cwt. Spurling van, blue, £375.  
**1953** BEDFORD 2-3-ton drop-side truck, maroon, £195.  
**1954** BEDFORD 5-ton drop-side truck, £345.  
**1956** BEDFORD 5-ton short-wheelbase tipper, £245.  
**1957** BEDFORD 6-ton diesel truck, £625.  
**1956** BEDFORD 7-ton R6 diesel tipper, long wheelbase, £625.  
**1952** BEDFORD 7-ton alloy platform, Comet engine, £365.  
**1955** BEDFORD 7-ton R6 truck, £545.

OUR showrooms are open until 6.30 p.m. daily and 5 p.m. Saturdays.  
PLEASE note address of our additional premises:—  
**252** BELSIZE RD., N.W.6, Mai 0712.

### HAMILTON MOTORS (LONDON), LTD. 466-490 EDGWARE ROAD, LONDON, W.2.

AMBASSADOR 7211. PADDINGTON 0022-8.  
911-85

**1958**, October, BEDFORD 7-ton long-wheelbase drop-side truck, 2-speed axle, Bedford 300 diesel engine, £595.  
**1954** BEDFORD diesel 7-ton chassis and cab, £175.  
**1958** BEDFORD 6-ton long-wheelbase platform lorry, Bedford 300 diesel engine, £495.  
**1958** BEDFORD 7-ton tipper, steel U body, £475.  
**1956** 57 BEDFORD 7-ton long-wheelbase drop-side truck, several at £150 each.  
**1954** BEDFORD 7-ton long-wheelbase tipper, Meadows diesel engine, £225.  
CONFIDENTIAL hire-purchase terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone. Ardwick 3146. 911-80

### GET THAT COMMERCIAL FROM G.T.C.C. COMMERCIALS, LTD.

**700** CU.-FT. 1954 BEDFORD diesel 5-ton boxvan, separate cab, alloy body, unladen weight 2-ton 19 cwt., £265.  
**1960** BEDFORD diesel 7-ton long-wheelbase tipper, steel body, £275.  
**1960** BEDFORD 7-ton long-wheelbase truck, 18-ft. body, 2-speed axle, £695.  
**1959** BEDFORD Leyland engine, 7-ton long-wheelbase tipper, twin-rim gear, wooden drop-side body, really clean, £725.  
**1959** BEDFORD diesel 7-ton boxvan, separate cab, 2-speed axle, 900-cu.-ft. capacity, £700.  
**1957** BEDFORD 7-ton long-wheelbase drop-side truck, very clean, £260.  
**1956** BEDFORD-SCAMMELL 10-ton diesel tractor unit, £250.  
**1955** BEDFORD 30-cwt. drop-side truck, wooden body, £185.  
**1954** BEDFORD-SCAMMELL 10-ton unit and 22-ft. trailer, £250.  
**1954** BEDFORD 5-ton long-wheelbase drop-side truck, one owner, £200.  
**1953** BEDFORD 5-ton short-wheelbase tipper, steel body, a good sound vehicle, that has got a lot of work left in it, £35.

**28** ROW RD., London, E.3. Advance 5242-3.  
**(30)** Yards from Bow Road Tube Station. 911-496

BEDFORD 4-ton J-model, 200 diesel engine, Baico extension chassis, 21-ft. body, fitted with high side racks and an extension loader board over cab, capable of carrying 65 tea chests, cost new £1,400, ideal machine for packing case or barrel merchant, bargain, £725.  
BEDFORD 3-ton Luton van, 1,300 cu.-ft. body, Perkins P4 engine, registered 1957, £325.  
BEDFORD boxvan, 5-ton, 1955, petrol engine, 700 cu.-ft. body, excellent machine throughout, bargain price.  
BEDFORD 5-ton drop-side truck, A-model, 1953, mechanically sound, choice of two, £155, £190.  
BEDFORD 1956 12-cwt. drop-side truck, £145.  
BEDFORD 5-ton tipper, short wheelbase, 1955, cab and body rough, mechanically sound, £65.  
BEDFORD 5-ton long-wheelbase drop-side, 1957, 300 diesel engine, bargain, price £375.  
TERMS and exchanges.

D. D. EASTWOOD, 23 Aston Rd. North, Birmingham. Phone, Ast 3467. 911-161

**1947** BEDFORD 5-ton long-wheelbase truck, Bedford diesel engine, £395. Edgware 2572. 911-105  
BEDFORD, November, 1958, S-type 300 diesel Scammell artic unit, automatic coupling, immaculate condition, new set of tyres, £550. Phone, Cop 4777 or 4713. 911-294

**1955** BEDFORD 7-ton long-wheelbase drop-side petrol truck, sack loader, choice of two, £300.  
EWIN'S GARAGE, Banbury 3551-2. 911-466

## Used Goods Vehicles (contd.)

### Bedford Wanted

BEDFORDS wanted.  
BEDFORDS wanted.  
BEDFORDS wanted!  
WE want BEDFORDS! Trucks, tippers, vans, Lutons etc. G.T.C.C. (Commercial), Ltd., 2 Addington Rd. Bow Rd., E.3. Advance 5242-3. 222-714

BEDFORDS ALL TYPES WANTED.  
BEDFORDS WANTED FOR CASH.

### CHANDLERS MOTORS, LTD.

71 GREENWICH SOUTH STREET,  
LONDON, S.E.1.  
Greenwich 2033-4. 222-894

BEDFORD 12-15-cwt. vans and utilities wanted.  
DICKS CAR SALES, LTD., Exeter Rd., London, N.W.2. Gladstone 7175. 911-98

WANTED. Smashed up 7-ton Bedford, 1959 or 1960, 2-speed axle, 300 diesel. Elliott, Littleton Cambs, Steeple Morden 298. 911-x4656

### B.M.C.

**1956** B.M.C. 7-tonner, platform, Eaton axle, power steering, £325. J. R. Young, St. Ives Rd., Leighton Buzzard. Phone, Consett 708. 911-x4655

### COMMER

COMMER 30-cwt. van, 1958, one driver owner, 16,000 miles only, used only as mobile shop, fitted with shelves, etc. which can easily be removed if wanted for van use, i.e., egg collection, laundry delivery, etc., only £165.  
COMMER Karrier road sweeper, as used by municipalities, new brushes fitted, new tyres, ideal for factory roads, etc. £250.  
ARTHUR MARTIN, South St. (next to Eagle Tavern), Taunton. Phone 81171-2. 912-6075

COMMER TS3, 1957, with Boys third axle, 22-ft. platform body.  
COMMER TS3, 1958, with Boys third axle, 17-ft. alloy tipping body, Edmo rear and 2-speed axle.  
CENTRAL GARAGE, Barnley Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8. 911-58

**1956** TS3 COMMER 5-ton forward-control double-dropside truck, £275.  
**1960**, October, TS3 COMMER 7-ton forward-control tipper, 9.00 x 20 tyres, 5-speed gearbox, Eaton 2-speed rear axle, Anthony gear and 8-cu.-yd. body (calibrated), 9,400 miles only, cost £2,215, will accept £1,625.  
CARRIS MOTORS, LTD. London, S.E.13. Phone, Lee 8585. 911-1

**1957** COMMER 7-ton TS3 platform truck, good condition throughout, £695. Arnold 7771. 911-91

### HUNTER VEHICLES, LTD.

CROWN WORKS,  
290 SOUTHBURY ROAD,  
ENFIELD.

**1959** COMMER 4-ton boxvan, 850 cu. ft., petrol, excellent condition, one owner.  
IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184. 911-431

COMMER 6-wheel platform lorry, TS3 engine, fitted 5-speed gearbox, power-assisted steering, Boys third axle, 23-ft. body with tailboard, tyre equipment, 9.00 x 20 (12-ply) front, 8.25 x 20 (14-ply) rear, unladen weight 4 tons 11 cwt., 52 lb., registered July, 1958. Full details from: R. Cripps and Co., Ltd., Abbey Bridge, Lenton, Nottingham. Phone 71161. 911-152

3-TON long-wheelbase drop-side truck, 1951, 1958 condition, carefully used, £95.  
D. D. EASTWOOD, 23 Aston Rd. North, Birmingham. 911-164

**1948** COMMER 8-10-ton tractor unit, with Perkins P6 diesel engine and Hands J-type coupling.  
THE COVENTRY GARAGE, LTD., Holyhead Rd., Coventry. Phone, Coventry 28581. 912-6081

NEW COMMER York 6-wheel alloy 22-cu.-yd. tipper for grain or coal.  
COMMER Unipower 6-wheel 22-ft. platform low mileage, £1,450.

**1960** COMMER short-wheelbase 6-vard tipper, excellent, £1,145.

**1957** COMMER 18-ft. drop-sider, one owner, £495

**1957** COMMER Superpave P6 16-ft. drop-sider, latest shape, £345.

**1958** COMMER 15-cwt. normal-control personnel carrier, 14,000 miles, £375.

**1959** COMMER 8-cwt. E.D.V. estate car fittings, £335.

LOWEST H.P. Open Sundays mornings. Exchanges.

JOHN JORDAN, Official Routes Agents, Manor Garage, Great North Rd., Sandy, Beds. Phone 271. 911-340

**1959** COMMER TS3 artic unit and Hands 25-ft. 10-12-ton trailer in excellent order.

**1958** COMMER TS3 7-ton long-wheelbase drop-side lorry 18-ft. body in excellent order, £550; choice of three.

TERMS and exchanges.

RUSH GREEN MOTORS, Linsley, Hitchin, Herts. Stevenage 174. 911-389

## Used Goods Vehicles (contd.)

**1957** TS3 COMMER long-wheelbase tipper, £475.  
Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 911-147

### Commer Wanted

KARRIER Bantam, 8-ft. 2-in. wheelbase diesel drop-side truck, 6.50 x 20 tyres. Harold Lanesford, Callington Cornwall. 911-x4593

COMMER 7-ton petrol trucks wanted, 18-ft. body, Advance 5242. 911-500

### DENNIS

E. J. BAKER AND CO. (DORKING), LTD.  
**1954** 55 8-ton long-wheelbase 21-ft. drop-side, £365.  
**55** 61 LONDON ST., Chertsey, Chertsey 2391. 911-177

### DODGE

#### DODGE DISTRIBUTORS

for  
GLOUCESTER, HEREFORDSHIRE,  
WILTSHIRE.

#### H. R. WILSON-SCOTT, LTD.

MONK MEADOW, GLOUCESTER.  
Phone, Gloucester 24447-8.

ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.

PART-EXCHANGES WELCOMED. 222-830

**1955** DODGE long-wheelbase, reconditioned P6 engine, Pilot tipping gear, extension sides, for quick sale, £465.  
THE RELIANCE GARAGE (NORWICH), LTD., Hingham St., Norwich. Phone 28911-5. 911-191

BARGAIN! Must be cleared at once. 1957 DODGE 8-cu.-yd. tipper, R6 engine, 2-speed Eaton axle, reconditioned tipper gear, engine and body, excellent condition, £495. Demonstrations arranged. Locomotors, Ltd., 292-8 Moseley Rd., Birmingham, 12. Phone, Calthorpe 0331. 911-167

DODGE 5-ton long-wheelbase drop-side truck, 1954, Perkins P6 engine, bargain, £185.  
D. D. EASTWOOD, 23 Aston Rd. North, Birmingham. 911-165

### MAIN DODGE DISTRIBUTORS.

#### FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY,  
N.W.2.  
Gladstone 2234-5-6-7.

ALL models from stock or early delivery.

COMPLETE spares service for all types.

PERKINS diesel, every facility. 911-473

DODGE, 1954, 7-ton platform truck, 5-speed gearbox, R6 engine, overhauled, 9.00 x 20 tyre equipment, real bargain, £400.  
CHASESIDE MOTOR CO., LTD., Great Cambridge Rd., Enfield, Middx. Phone, Enfield 3456. 911-353

**1959**, July, DODGE 8-tonner, 20-ft. platform, Leyland engine, power steering, air brakes, excellent, £995.

**1956** DODGE 8-ton 18-ft. platform, type 146R6, new 9.00 x 20, £450.

LOWEST H.P. arranged, exchanges, open Sunday mornings.

JOHN JORDAN, Official Routes Agents, Manor Garage, Great North Rd., Sandy, Beds. Phone 271. 911-341

NEW DODGE Model 3166Y forward-control 8-ton long-wheelbase 19-ft. 6-in. platform or drop-side lorry, Leyland 151-cu.-in. engine.  
NEW DODGE Model 264 P4 73-ton normal-control chassis-cab, Perkins 203 diesel engine.

**1953** DODGE Model 103P6 long-wheelbase drop-side lorry, 17 ft. 6 in.

**1954** 57 DODGE 6-cu.-yd. short-wheelbase wood body tippers, P6 and R6 engines.

**1957** DODGE 6-ton long-wheelbase platform lorry, Perkins P6 engine.

TWO GATIN GARAGE, LTD., Oxford Rd., Ryton-on-Dunsmore. Phone, Toll Bar 3342. 911-200

**1960** DODGE 7-ton long-wheelbase lorry, 19-ft. 6-in. body, 9.00 x 20 tyres, Leyland engine, power steering, air brakes, heater, flashers, low mileage, £1,295.  
FRIEDERICK RAY, LTD., Grovebury Rd., Leighton Buzzard. Phone 2192.

**1955** DODGE diesel 166 P6 model 5-ton long-wheelbase truck, having been well maintained by owner-driver, £250. G.T.C. Commercial, Ltd., 28 Bow Rd., London, E.3. Advance 5242-3. 911-497

**1952** 2-3-ton DODGE tipper, one owner, engine overhauled, good tyres, £75 o.n.o. Gordon Wooderson, 48a Drewitz Rd., S.W.16. Streatham 8638. 911-487

### E.R.F.

E.R.F. 7-ton 18-ft. platform lorry, 5LW engine, 5-speed gearbox, £195, or H.P. arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 911-75

**1959**, January, E.R.F. 8-wheeler tipper, 22-ft. body, 64X engine, airhydraulic brakes, double drive, in excellent condition. Jenks Transport, Birches Head, Hanley. Phone, Stoke-on-Trent 21437. 912-x4594



### Used Goods Vehicles (contd.)

#### FODEN

**1953** 8-wheel, 6LW, 40 x 8 tyres, double drive, 24-ft. flat, in very good condition, £700, 4 Carruthers St., Liverpool, 3. Central 2047. 911-43

**TWO** 1948 FODEN 18-ft. flat bodies, good tyres, 4LW, C-licence operated, flat front cabs, smart condition, £325, Edgware 2572. 911-106

**FODEN** DG 8-wheeler, 6LW engine, double drive 24-ft. flat, 40 x 8 tyres, £375. 911-106

**WEST TOWN DIESELS** Broad Street Garage, Dewsbury 3504. 911-391

#### FORD THAMES AND FORDSON

**1959** THAMES Trader 4D 4-ton 152-in. wheelbase with 60-in. Bairo extension, fitted 1,650-cu.-ft. Luton van £825, John J. Dunster and Son, Ltd., Grove Crescent Rd., E.15, Maryland 4744. 912-6062

**1957** 2-ton Luton van, 4D diesel, excellent condition, £435, Curtis Motors, Ltd., London, S.E.14, Phone Lee 5585. 911-2

#### GORDON KING MOTORS, LTD. FORD AND THAMES DEALERS.

**TRADER** 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex-work, for early delivery, £1,220.

**TRADER** 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, immediate delivery from stock, £1,245.

**1959** THAMES Trader 7-ton 7-cu.-yd. tipper, Anthony gear £695.

**MITCHAM LANE**, S.W.16, Streatham 3133-4. 911-27

**1959** THAMES Trader 7-ton Anthony hoist tipper gear, choice of two, guaranteed, £775, Arnold 7771. 911-89

**1958** THAMES Trader 5-ton 4D drop-side truck, £550.

**1957** THAMES Trader 5-ton 6D platform, £500.

**1958** THAMES Trader 7-ton long-wheelbase platform, £770.

**1958** THAMES Trader 3-ton 4D Luton, 900 cu. ft., £700.

**1959** THAMES Trader 6D artic. unit Brockhouse automatic, Eaton 2-speed axle, heater, £900.

**1959** THAMES Trader 6D artic. unit, Brockhouse automatic, heater, £775.

**1960** THAMES Trader 6D 6 x 4 platform, power steering and air brakes, £1,950.

**1957** THAMES Trader 5-ton 4D drop-side truck, £400.

**1958** THAMES Trader 7-ton 6D drop-side truck, £650.

**1958** THAMES Trader 5-ton 6D 6-cu.-yd. Anthony tipper, overhauled and painted, £650.

**1954** THAMES 4D 650-cu.-ft. Luton, £230.

**1956** THAMES 4D 1,100-cu.-ft. Luton, recent engine overhaul, £450.

**1959** THAMES 15-cwt. van, £325.

**FRANK G. GATES, LTD.**, Gates Corner, E.18, Wanstead 6633. 911-174

**1959** THAMES Trader 7-ton tippers, choice of four.

**1959** THAMES Trader 5-ton tippers, choice of three.

**1959** 7-ton THAMES Trader truck.

**1958** 7-ton chassis-cab.

#### NORMAN REEVES (MOTORS), LTD. 215-218 HIGH STREET, UNBRIDGE, MIDDLESEX. Uxbridge 33444. 911-216

**1960** THAMES Trader 7-ton short-wheelbase Anthony hoist drop-side steel tipper, 9.00 x 20 tyres, £850 or terms arranged.

**1960** FORD Trader 6D 7-ton Anthony hoist steel drop-side body, £870.

**1960**, FORD Trader 7-ton long-wheelbase October, FORD Trader 7-ton long-wheelbase double-drop-side tipper, ex finance company, offers required.

**1960** FORD 4D 4-ton short-wheelbase hydraulic tipper, £250, or terms arranged.

**1954** FORD 4D 3-ton drop-side truck, £250.

**HENRY EATON, LTD.**, 107 Palmerston St., Ancolts, Manchester. Phone, Ardwick 3146. 911-82

#### LAMBERTS OF KINGSTON, LTD. MAIN FORD DISTRIBUTORS.

**TRADER** 1959 6-cu.-yd. tipper, fully reconditioned with new steel body and tipping gear, £995.

**140** LONDON RD., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines), or Elmbridge 0485 after 7 p.m. 911-328

**1958** Trader 6-yd. tipper, 6D diesel, really nice condition, £550.

**1958** Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £450.

**1948** 7-ton FORD Trader long-wheelbase truck with added slatted high sides, 30,000 miles only, one owner, excellent tyres, very clean, taxed December 31, 1961, £625, Edgware 2572. 911-109

**ONE** 5-ton 6D long-wheelbase truck, 1959, good condition.

**1958** 5-ton Trader, 4-cylinder diesel, very good condition.

**1959** THAMES Trader 6D 6-cu.-yd. Anthony drop-side on 9.00 x 20 immaculate vehicle.

**COOMBS SERVICE STATION** (FORD Main dealers), By-pass Rd., Guildford 62962. 911-204

B64

### Used Goods Vehicles (contd.)

#### W. HAROLD PERRY, LTD. MAIN FORD DEALERS, FINCHLEY.

**1959** THAMES 15-cwt. van, £345.

**1960** 15-cwt. van, side loading door, low mileage, £395.

**1959** Trader 7-ton 6D platform truck, £850.

**1959** Trader 7-ton 6D 20-ft. platform truck, £875.

**1959** Trader 7-ton 6D drop-side truck, £925.

**1960** Trader 5-ton 6D, 800-cu.-ft. boxvan body, rear and side loading, £895.

**1959** Trader 7-ton 6D 7-cu.-yd. Anthony drop-side metal-body tipper, £895.

**GOOD** selection of THAMES and Bedford light vans and 12-seaters, hire-purchase facilities available.

**297** BALLARDS LANE, North Finchley.

**HILLSIDE 8888.** 911-179

**1960** Trader 7-ton 6D diesel long-wheelbase drop-side truck, £685.

**1960** Trader 5-ton 6D diesel long-wheelbase drop-side truck, £685.

**DANIEL MOTORS, LTD.**, Ewell By-pass, Surrey, Ewell 2182. 911-211

**1959** 6D Trader short-wheelbase tipper, £475.

**1959** 6D Trader medium-wheelbase tipper, £450.

**LANGLEY MILL COMMERCIAL VEHICLES, LTD.**, Langley Mill 2623, Notts. 911-150

#### HUNTER VEHICLES, LTD. CROWN WORKS, 290 SOUTHBURY ROAD, ENFIELD

**1956** THAMES chassis-cab, 157-in. wheelbase, on 7.00 x 20 10-ply tyres, one owner, excellent condition, £175, choice of several.

**1956** THAMES truck, 3-ton D.D., hard wood floor, load-in board, zinc colour, one owner, excellent condition, £275.

**1956** THAMES boxvan 525 cu. ft., 2-way loader, excellent condition throughout, one owner.

#### IMMEDIATE DELIVERY HIRE-PURCHASE TERMS ARRANGED HOWARD 4184. 911-433

**1959** 7-ton Trader 138-in. wheelbase 13-ft. drop-side wood tipper, new engine, done two weeks' work, R Justice, Winter Closes, Underwood, Notts. Phone, Langley Mill 3182. 911-135

**FORDSON** 5-ton long-wheelbase truck, P6 engine 1955, very clean, £245.

**TRADER** 5-ton drop-side truck, long wheelbase, 1957, 4D engine, £285.

**FORDSON** 4-ton short-wheelbase hydraulic tipper, 1956-57 heavy-duty model, low mileage, £400.

**FORDSON** 4D 30-cwt. drop-side truck, 1955, reconditioned engine, £225, Fordson 3-ton ex-W.D. 4-wheel-drive truck, registered 1958, £95.

**TERMS** and exchanges.

**D. D. EASTWOOD**, 23 Aston Rd. North, Birmingham, D. Ast 3467. 911-163

#### GET THAT COMMERCIAL FROM G.T.C. COMMERCIALS, LTD.

**1,700** CU.-FT. 1958 Trader diesel Luton van, separate cab, first-class body one C-licence owner, £700.

**1,250** CU.-FT. 1959 FORD 4D diesel Luton van, separate cab, 25,000 miles only, a very clean vehicle indeed, £750.

**1,200** CU.-FT. 1955 FORD 4D diesel Luton van, separate cab, low loading well, walk-in tail-board, one C-licence owner, £450.

**800** CU.-FT. 1957 FORD 4D diesel boxvan, first-class body, one owner, £275.

**1960** THAMES Trader artic. unit, 25-ft. B.T.C. 4-in-line trailer, 14,000 miles only, in outstanding condition, £1,200.

**1960** Trader tipper, 7-yd., steel drop-side body on 9.00 x 20 tyres, 21,000 miles, £725.

**1960** THAMES Trader 7-ton long-wheelbase truck, 28,000 miles only, 18-ft. body, superb condition, £750.

**1959** Trader diesel 7-ton long-wheelbase truck, 18-ft. platform body, 9.00 x 20 tyres, £495.

**1959** THAMES Trader diesel artic. unit, Scammell coupling, 12,000 miles, £875.

**(25** FT. 12-ton trailer to couple up to this can be supplied if required.)

**28** BOW RD., London, E.3, Advance 5242-3. (to yd. from Bow Rd. Tube Station.) 911-499

**1959** 60 FORD 5-cwt. THAMES van, excellent condition, £245, Cavendish Motors, Cavendish Rd., N.W.6, Willesden 0046-8. 911-268

**1958** 5-ton 6D drop-side tipper, 2-speed axle.

**1957** FORD Trader 5-ton 6D drop-side tipper, 2-speed axle.

**CARMO** of London, Leighton Rd., London, N.W.5, Gofiver 5555. 911-252

**TRADER**, late 1960, Hydrovac brakes, 6-wheel County 23-ft. body, 27,000 miles, exceptional vehicle, £1,250.

**TRADER** Luton body, 850, will fit 138-in. wheelbase chassis, this body is virtually as new, £135, Phone, Cop 4777 or 4713. 911-293

**3** Vans, Luton-type THAMES Traders, 4-cylinder diesel engines, year 1957, cubic capacity 1,100, taxed to December, cash £725 each, United Components, Ltd., Eastern Avenue West, Romford. 911-367

### Used Goods Vehicles (contd.)

**1959** THAMES Trader, 5-ton 4D long-wheelbase drop-side truck, £575. Phone, Harrow 328. 911-378

**THAMES** 5-ton 108-in. 6-cylinder Anthony hoist 5-cu.-yd. drop-side tipper.

**THAMES** 7-ton 138-in. chassis-cab, tipper-type rear springs, choice of three.

#### NORMAN REEVES (MOTORS), LTD. 215-218 HIGH STREET, UNBRIDGE, MIDD. Uxbridge 33444. 911-217

#### LAMBERTS OF KINGSTON, LTD. MAIN FORD DISTRIBUTORS.

**TRADER** 1959 6-cu.-yd. tipper, fully reconditioned with new steel body and tipping gear, £995.

**140** LONDON RD., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines), or Molesey 6949 after 7 p.m. 911-324

**NEW** Trader 75, 18-ft. alloy platform.

**1960** 6D Trader Primrose 6-wheeler chassis cab, £800.

**1960** 6D Trader tractor unit, S.A.E. pin, £775.

**1959** 6D Trader 7-ton 17-ft. drop-siders, choice of two, £525.

**1956** 4D Trader 16-ft. drop-sider, 25 m.p.g., £285.

**1952** E.T.7 16-ft. steel drop-sider, reconditioned P.6, £165.

**LOWEST** H.P. exchanges. Open Sunday mornings.

**JOHN JORDAN**, official FORD retailers, Manor Garage, Great North Rd., Sandy, Beds. Phone 271. 911-339

**1959** 7-ton drop-side steel bodied FORD Trader tipper magnificent condition, £850, Pearl Garage, Sheffield. Phone 29139 and 39929. 911-395

**1961** Unused Trader, customer unable to take delivery, 7-ton diesel 11-ft. 6-in. wheelbase twin-ran tipper, flashers, heater, twin seats, available 31/3/61, £1,400.

**WILL SHORT, LTD.**, 2-4 St. Cross Rd., Winchester, Phone 2398-9. 911-313

#### Ford Thames and Fordson Wanted

**WANTED**, FORD 4D vans and Perkins, all capacities, from 1945 onwards, Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10, Gre 2033-4. 911-423

**USED** THAMES 4D trucks and Lutons, 1957-60, Herridge of Cricklewood, Ltd., 280-220 Cricklewood Broadway, N.W.2, Gladstone 2234-5-6-7. 911-474

#### GUY

**GUY** Otter, 1951, fitted 4LW Gardner engine, Eaton 2-speed axle, had new platform body fitted, cabin damaged, offers over £140, V.J. Emley, North Park Rd. Garage, Harrogate, Phone 4356. 911-42

**GUY** 1960 Invincible 8-wheeler, Gardner LX engine, power steering, air brakes, double drive, 20,000 miles only immaculate vehicle, £3,250, Phone, Cop 4777 or 4713. 911-292

**1959** GUY Warrior tractor unit, Leyland engine, fifth-wheel coupling, 25-ft. Primrose semi-trailer.

**OSWALD TILLOTSON, LTD.**, Summit Works, Burnley, Phone 2,201-4. 911-449

#### KARRIER

**1960** KARRIER Bantam 2-3-ton, petrol, drop-side one owner, 12,000 miles, as new, unwritten, £425.

**BRACKNELL MOTORS, LTD.**, London Rd., Bracknell, Berkshire. Bracknell 101-2-3. 911-482

#### Karrier Wanted

**WANTED**, KARRIER-COMMER Gamecock, 3-4-ton chassis with double cab (municipal type), diesel engine, William Oldham and Sons, Ltd., 44 Parliament St., Dukinfield, Cheshire. 912-6068

#### LAND ROVER

**GOOD** selection of used LAND ROVERS always in stock.

**COOMBS COMMERCIALS (GUILDFORD) LTD.**, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 911-539

#### LEYLAND

**LEYLAND** Octopus, 1960 long-wheelbase tipper, as new.

**CENTRAL GARAGE**, Barnsley Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8. 911-63

**LEYLAND** Comet tractor unit, very good tyres, clean, smart vehicle August, 1949, £225, Edgware 2572. 911-107

**1951** LEYLAND Octopus 8-wheeler, 600 engine, Cox's Motors (Hill Top), 127 Hill Top, West Bromwich, Phone, Wednesbury 0470. 911-144

**1960** LEYLAND 8-wheeler, 22-ft. bulk steel tipping body, 9.00 x 20 tyres, £1,000, R. Justice, Winter Closes, Underwood, Notts. Phone, Langley Mill 3182. 911-136

#### BROWNHILLS MOTOR SALES. LEYLAND, ALBION, SCAMMELL

**AUTHORIZED DEALERS.**

**EARLY** delivery of new LEYLAND Comets and Super Comets.

**SEE** our advertisement under Used Goods Vehicles Unclassified.

#### BROWNHILLS MOTOR SALES.

**WATLING STREET (A5), BROWNHILL, STAFFS.**

Phone, Brownhills 2307, 2336 and 2392. 911-361

**1955** LEYLAND Comet forward-control platform truck, good condition, £550.

**CAPITAL MOTOR CO., LTD.**, Remington St., City Rd., N.1 (Near Angel). Clerkenwell 7456. 911-227



## Used Goods Vehicles (contd.)

**1959** LEYLAND Super Comet, as new condition, only 40,000 miles, £1,500 under list price.  
**RYLAND GARAGE LTD.**, Ryland St., off Broad St., Birmingham 16. Edgbaston 4501-5. 911-318

**1955** LEYLAND Octopus flat platform, excellent condition £1,000.

**1957** LEYLAND Comet Scammell tractor unit, £875.

**MILLBURN MOTORS LTD.**, Glasgow, N.I. Phone. Bell 0073; as from 5.6.61, Bell 4977. 911-312

**1952** LEYLAND Octopus 8-wheeler, 24-ft. drop-side, excellent condition. 1950. Upminster 8350.

**1947** Octopus long wheelbase, double-drive, choice of three, from £500.

**1954** Comet long wheelbase, drop-sides, £445.

**1955** Comet long wheelbase tipper, £685.

**JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. Phone. Bawtry 362, 456, 457. 911-373

**1952** LEYLAND Octopus 25-ft. platform, double-drive axle, excellent condition, well tired. £825.

**Fox and Sons**, 169 Balham St., London, E.13. Gra 1565. 911-426

**LEYLAND** Comets, 1950-51, alloy bodies, C licence, one owner, ready to work. £2,355. Mac 8093. Park Builders Supply, 383-385 Battersea Park Rd., London, S.W.11. 911-419

**1954** LEYLAND Comet model ECO-2R medium-tipping vehicle, 13-ft. 6-in. wheelbase, 15-ft. by 7-ft. 6-in. composite body, 4-ft. fixed sides, 0.350 engine, 9.00 x 20 tyres, reconditioned throughout.

**ILES LTD.**, Stanningley, Pudsey, Yorkshire. Phone. Pudsey 5001. 914-6066

**MORRIS AND MORRIS COMMERCIAL**

**1959** (Lare) MORRIS J2 15-cwt van, in very good condition, unwritten, one owner. £350.

**ALDARD MOTORS LTD.**, Main Ford Dealers, 43-45 Acre Lane, Briston S.W.2. Bri 6431; and 53 South Side, Clapham Common, S.W.4. Mac 5495. 911-6049

## PALMERSTON OF KINGSTON.

MORRIS AND MORRIS COMMERCIAL RETAIL DEALERS.

**RELIABLE** used vehicles in stock.

**PALMERSTON COMMERCIAL MOTORS LTD.**, 75-77 Penrhyn Rd., Kingston 5618. 911-120

**1956** MORRIS 5-ton long-wheelbase diesel truck, choice of two, one with Eaton 2-speed axle, both in excellent condition. £25 each.

**MON'S MOTORS (HILL TOP) LTD.**, 127 Hill Top, West Bromwich. Phone. Wednesbury 0470. 911-142

## SCAMMELL

**PARADISE MOTORS**, Geldard Rd., Birstall, Yorks. Phone. Morley 1029. 20-ton SCAMMELL and 25-ton low-loader trailers, new cab and latest-type bonnets and wings. 222-8310

## SEDDON

**1958** SEDDON 6-ton long-wheelbase drop-side truck, very clean, one owner. £685.

**1949** 54 SEDDON 6-ton P6 long-wheelbase flat, from £125, or terms.

**HENRY EATON LTD.**, 107 Palmerston Rd., Ancoats, Manchester. Phone. Ardwick 3146. 911-81

**1955** SEDDON 7-ton platform truck, diesel, 18-ft. body, £295. Barnet 1066. 9 a.m. to 6 p.m. 911-348

**1956** SEDDON Mk. 5L, 16-ft. 6-in. drop-side truck with canvas tilt, unladen weight 3 tons 4 cwt., £450. Cottee and Edwards, Nottingham 46674. 911-410

## SENTINEL

**SENTINEL** 7-ton long-wheelbase platform lorry, reasonable price and part-exchange arranged.

**HENRY EATON LTD.**, 107 Palmerston St., Ancoats, Manchester. Phone. Ardwick 3146. 911-70

**1950** SENTINEL 7-ton diesel, 18-ft. platform, replacement engine, not yet run in, excellent. £335.

**REGENT GARAGE**, High St., Pottery Bar. Phone. 2139, 9810. 911-507

## THORNYCROFT

**ONE THORNYCROFT** Trident articulated unit, with Dyson trailer. Kaye Goodfellow and Co., Ltd. Phone, Manchester, Deansgate 4391. 911-65

## MARSTON MOTOR CO. LTD.

SILVER SISTERS ROAD, TOTTENHAM.

LONDON, N.15.

Phone. Stamford Hill 8000.

**SOLE** distributors for THORNYCROFT commercial vehicles for London and Home Counties north of the Thames.

**KAYE** can offer advantageous delivery of all THORNYCROFT models.

## FOR IMMEDIATE DELIVERY.

**NEW** long-wheelbase Mastiff 14-ton G.V.W. 4-wheel chassis-cab. 911-434

**1955**, December, THORNYCROFT Sturdy Star box-van, very clean, good tyres, ex-private firm, £525, or terms arranged.

**HENRY EATON LTD.**, 107 Palmerston St., Ancoats, Manchester. Phone. Ardwick 3146. 911-78

## VULCAN

**6-TON VULCAN** drop-side truck, P6, 8.25 tyres, in good order, choice of three at £130. London Road Garage, Slony Stratford. Phone. 2114-5. 911-19

## Used Goods Vehicles (contd.)

### UNCLASSIFIED

**PHOENIX MOTOR CO. (SURREY) LTD.**

SUTTON.

VAN AND TRUCK SPECIALISTS.

Commer E.D.V., Austin and Bedford vans, regularly available ex contract, lightly used, late models, regularly maintained, all well above-average condition, from £165.

Generous H.P. terms and exchange prices. Early delivery on all new Commer and Karrier models. Extensive specialised coachwork, service and parts departments.

**HIGH STREET, SUTTON, SURREY**

Phone. Vig 0161. P.B. Ex.

(20 min. Victoria-rail or road.) 222-674

### THE MILLBURN ORGANIZATION.

AUTHORIZED DEALERS.

COMMERCIAL-VEHICLE SPECIALISTS.

**ALBION, LEYLAND, THAMES TRADER**

IMMEDIATE AND EARLY DELIVERIES.

**NEW** 7-ton 6D long-wheelbase Trader chassis and cab, 9.00 x 20 tyres, other extras.

**NEW** Trader tractor, Scammell coupling, also one with fifth-wheel attachment.

**1960** B.M.C. 7-ton long-wheelbase drop-side lorry.

**1958** ALBION FT3CL 6-speed gearbox, good order throughout.

**1958** ALBION Clydesdale, 21-ft. platform body, perfect order.

**1958** BEDFORD long-wheelbase lorry, Leyland 6-cyl. engine.

**1958** BEDFORD, Leyland Comet engine, immaculate condition throughout.

**1956** ALBION Reiver, 6-wheel, double-drive axle, 21-ft. 6-in. platform body, immaculate condition throughout.

**1956** October, A.E.C. 9.5 Malestic, twin steer, air brakes, 21-ft. platform body, good condition.

**1956** ALBION B.M.C. 7-ton, 2-speed axle, power steering.

**1955** ALBION FT3CL platform lorry, good order.

**1955** LEYLAND Comet 90 hydraulic tipper, fixed sides, alloy 15-cu-yd. body, good order.

**1955** BEDFORD R6 10-ton tractor, Scammell coupling.

**1953** ALBION Chieftain platform lorry, under 3 tons.

**1952** E.R.F. Gardner 5LW, 18-ft. platform body, 5-speed gearbox, fitted trailer hook, very fine condition.

**1949** MAUDSLAY Meritor, 9.6 A.E.C. engine, 8-wheel double-drive chassis and cab, mechanically sound.

**1948** SEDDON P6 platform lorry, good order.

**1948** A.E.C. Matador, 9.6 unit, 18-ft. platform lorry.

WE SOLICIT YOUR INQUIRIES.

### ENGINES

**A.E.C.** 7" from £50 each. Leyland 7.4 complete with gearbox, from £100 each. Leyland 8.6 from £35 each.

**MILLBURN MOTORS (PRESTON) LTD.**

WALMER BRIDGE.

LONGTON, PRESTON, LANC.

Phone. Longton, Lancs. 3255-6. 911-492

### BROWNHILLS MOTOR SALES.

LEYLAND.

ALBION. SCAMMELL.

**1961** LEYLAND Super Comet fitted Primrose Steer axle, Pilot tip gear, fixed-side coal tipping body, unregistered.

**1961** LEYLAND Super Comet, Long wheelbase, platform body, unregistered.

**1961** Super Comet tractor unit, fifth-wheel coupling, automatic lubrication, unregistered.

**1959** LEYLAND Comet, forward control, fitted 900-cu-ft. van body, reconditioned engine, platform body available if required.

**1957** (First registered) LEYLAND Hippo 6-wheeler, double drive, 22-ft. platform body, latest-type cab.

**1955** LEYLAND Octopus 8-wheel coal tipper.

**1955** LEYLAND Comet, normal control, fitted 13-ft. 6-in. coal tipping body.

**1960** ALBION Reiver RE27, trailing axle, fitted Pilot tipping gear and fixed-side coal body.

**1957** ALBION Reiver 6-wheeler, trailing axle, 2-speed axle, long-wheelbase drop-side body, Comet engine, 6-speed gearbox.

**1956** ALBION Reiver 6-wheel coal tipper, fitted 2-speed axle and trailer.

**1956** ALBION Chieftain long-wheelbase platform.

**1956** B.M.C. 7-ton short-wheelbase tipper, steel body, new gearbox, 2-speed axle, power steering.

**1955** DODGE short-wheelbase tipper, R6 engine.

**NEW** Scammell 12.2- and 14-ton trailers, 25-ft. platform, Scammell or S.A.E. coupling, from stock.

**EARLY DELIVERY OF NEW LEYLAND AND ALBION CHASSIS.**

### BROWNHILLS MOTOR SALES.

WATLING STREET (A5),

BROWNHILLS,

STAFFS.

Phone. Brownhills 2307, 2336 and 2392. 911-365

## Used Goods Vehicles (contd.)

### HARRY DANDO.

VAUXHALL AND BEDFORD MAIN DEALERS.

WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

**YORK** trailers. Full range nearly always in stock. 20-ton tandem axle up to 27 ft.

**TRADE** for Gloucestershire, Wiltshire, Somerset, Devon and Cornwall.

### NEW VEHICLES.

**A.E.C.** Mercury, Mark II, long-wheelbase chassis and cab, air brakes, on 10.00 x 20 14-ply tyres. £2,615.

**A.E.C.** Mustang, twin steer, chassis and cab, air brakes, on 10.00 x 20 14-ply tyres. £3,095.

**A.E.C.** Mammoth Major 8-wheeler, 17-ft. 4-in. wheelbase chassis and cab, 9.6-litre engine, air brakes, 9.00 x 20 12-ply tyres. £4,155.

**LEYLAND** Comet CS3/RAR, 16-ft. 11-in. wheelbase chassis and cab, takes a 23-ft. body. £2,044 is 6d.

**LEYLAND** 10-ton KFA tractor unit, Bedford 300 diesel engine, air brakes, 2-speed, 5-speed, 8.25 x 20 14-ply tyres. £1,345 10s.

**BEDFORD** 7-ton KGLC8 long-wheelbase 167-in. chassis and cab on 9.00 x 20 12-ply tyres, 2-speed, 5-speed £1,755 2s.

**ALBION** Chieftain CHXAL 13-ft. 6-in. wheelbase chassis and cab, take up to 20-ft. body, 6-speed, 8.25 x 20 14-ply tyres. £1,756 12s.

**LEYLAND** Super Comet, 400 engine, 10.00 x 20 14-ply tyres, heater and demister, fitted with up to the minute 3-compartment Bulker body, improved high capacity blower, heavy-duty P.T.O. air silencer, all extras for bulk delivery including two quick release 10-ft. hoses. £4,276 complete, in primer.

**YORK** DW2, 12-ton 25-ft. vacuum brake semi-trailer, Y 2-ft. headboard. £881 14s.

**YORK** Freightmaster 1B4, 26 ft. long, 8 ft. 6 in. high, vacuum brakes, S.A.E. coupling. £1,965 6s. 6d.

**YORK** TW2A 26-ft. tandem axle semi-trailer, air brakes, 9.00 x 20 10-ply tyres, 2-ft. headboard, 2-speed 18-in. gear. £1,810 11s.

**HANDS** 30-ton 20-ft. in the well low loader, with Thompson 4-ton winch, £2,197.

**L** Thompson 4-ton winch, £2,197.

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**Used Goods Vehicles (contd.)**

**OSWALD TILLOTSON, L. TD.**

SUMMIT WORKS, BURNLEY.  
Phone 2201-4.

A.E.C. AUTHORIZED DEALERS.

MORRIS-COMMERCIAL AND YORK TRAILER  
DISTRIBUTORS.

DEPOTS AT

PRESTON STREET, BRADFORD, 7.

Phone 22377-8-9.

293 LIVERPOOL STREET, SALFORD, 5.

Phone. Pendleton 2845-6.

KINGSWAY WEST, DUNDEE.

Phone 66336.

- 1957 A.E.C. Majestic, 9.6 engine, air brakes, chassis-cab only.
- 1957 Thames Trader, 6D engine, 17-ft. 6-in. platform body.
- 1959 GUY Warrior, A.E.C. 7.75 engine, 2-speed axle, 20-ft. alloy platform body.
- 1959 LEYLAND Super Comet tractor unit, fifth-wheel coupling, air brakes, immaculate condition, choice of two.
- 1959 BRISTOL crawler tractor, Model 22, P3 diesel engine, B complete with Trak Grips.
- 1958 A.E.C. Mammoth Major 8-wheeler, 9.6 engine, double drive, 24-ft. platform body.
- 1958 B.M.C. tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.
- 1958 CARRIMORE 4-wheel trailer, 16-ft. wood platform body.
- 1958 SEDDON, 4LW engine, 2-speed axle, 18-ft. body.
- 1959 ALBION Chieftain, 4-cylinder Albion engine, 6-speed gearbox, 18-ft. platform body, choice of two.
- 1959 FODEN 6-wheeler, 2-stroke engine, air brakes, 22-ft. 6-in. wood platform body, immaculate.
- 1959 ALBION Clydesdale tractor unit, Leyland 375 engine, fifth-wheel coupling.
- 1959 GUY light 8-wheeler, 7.75 engine, 2-speed axle, 24-ft. platform body.
- 1958 COMMER TS3, 2-stroke engine, 18-ft. platform body.
- 1958 COMMER TS3, 2-stroke engine, 18-ft. platform body.
- 1958 AUSTIN (B.M.C.) 7-ton, 6-cylinder diesel engine, 2-speed axle, 17-ft. platform body.
- 1958 FODEN 8-wheeler, 6LW engine, double drive, 24-ft. platform body.
- 1959 A.E.C. Mustang twin steer, 7.75 engine, 5-speed gearbox, 24-ft. alloy, underframe platform body.
- 1957 BEDFORD 5-type tractor unit, Leyland engine, fifth-wheel coupling.
- 1955 ALBION Chieftain tractor unit with Carrimore semi-trailer.
- 1958 Thames Trader, 6D, Balco extensions, 23-ft. 6-in. platform body.
- 1960 (Late) B.M.C. 7-ton tipper, power steering, 2-speed axle, 11-ft. 6-in. steel tipping body, immaculate, licensed.
- 1959 DODGE 6-wheeler tipper, Leyland engine, Eaton Hendrickson third axle, 19-ft. 6-in. steel body.
- 1960 Thames Trader, 6D engine, 17-ft. 6-in. alloy platform body.
- 1959 GUY Warrior tractor unit, Leyland engine, Primrose 25-ft. semi-trailer.
- 1959 60 A.E.C. Mercury Mark II 21-ft. platform body, choice of three.
- 1953 E.R.F. 6-wheeler, 6LW engine, double drive, fitted with steel tank.
- 1959 SEDDON SDA tractor unit, 6LX Gardner engine, 5-speed gearbox, 2-speed overdrive, air brakes, fifth wheel coupling.
- 1958 (Late) GUY Invincible, twin steer, 6LW engine, 5-speed air brakes, 22-ft. platform body.
- 1952 DENNIS Jubilate, 6-cylinder diesel engine, 5-speed, double drive, 24-ft. platform body.
- 1953 ATKINSON short-wheelbase twin-steer tipper, SLW, 12 ft. 6-in. tipping body.

ALL INQUIRIES—PHONE OR CALL.

**USED VEHICLE DIVISION.**

BURNLEY.

Phone 2201-4.

PART-EXCHANGES ARRANGED. 911-450

**W. D. SCOTT.**

BOLTON ROAD GARAGE,

ASPALL,

NEAR WIGAN.

Phone 45825.

- 1960 B.M.C. medium-wheelbase tipper, £850.
- 1960 BEDFORD 7-ton J-type, single-speed axle, medium-wheelbase tipper, steel body, £750.
- 1959 October, AUSTIN 7-ton B.M.C. long-wheelbase twin-ram tipper, 2-speed axle, high-sided wooden body, £850.
- 1959 May, COMMER 7-ton TS3 long-wheelbase (twin-ram tipper), 5-speed box, £750.
- 1958 August, DODGE 7-ton medium-wheelbase tipper, 8-cu.-yd. steel body, Comet 90 engine, 2-speed axle, £1,000.
- 1955 November, SEDDON long-wheelbase twin-ram tipper, wooden body, £300.
- 1954 FODEN 5-ton flat, 4LK engine, £300.
- 1954 E.R.F. 6-wheel steer, SLW Gardner, 5-speed box, high-sided metal coal body, £1,550.
- 1952 E.R.F. 6-wheel steer, SLW Gardner, 5-speed box, high-sided metal coal body, £1,150.
- 1952 LEYLAND, Comet 90 engine, twin-ram tipper, new alloy high-sided coal body, single-speed axle, £450.
- 1953 ATKINSON 6-ton short-wheelbase tipper, 4LK engine, £300.
- CRANE, mobile Walkers, 6-ton full slewing, powered by 4LW Gardner and electric, 12-volt lighting and starting, signal for overwinding, everything driven by driver in cab, pneumatics front, solids rear, ideal for scrap yard or something similar, can work magnet off same, first registered 1952, £2,000. 911-445

**Used Goods Vehicles (contd.)**

**GARLICK, BURRELL AND EDWARDS, L. TD.**

180 REGENT ROAD,  
LIVERPOOL, 20.

**BEDFORD**

WE OFFER THIS WEEK FOR

IMMEDIATE DELIVERY

THE FOLLOWING

TRAILER:

ONE new York 10YA tipping trailer, fitted with Scammell attachment, 9.00 x 20 tyres, large capacity twin-ram Spenceborough tipping gear, all-metal tipping body, 16 ft. long with scow end for could be converted to swinging tailboard.

WE should be interested in taking a trailer in part-exchange against this.

FOR IMMEDIATE DELIVERY:

ONE new BEDFORD TK York 6-wheeler, Leyland 350 engine, 5-speed gearbox, 9.00 x 20 tyre equipment.

ONE new BEDFORD TK 151-in.-wheelbase twin-ram tipper, 14 ft. 6 in. all-wooden body, double drop sides, swinging tailboard, 2-ft. 6-in. sides, Edbro 4LNK tipping gear, 9.00 x 20 13-ply tyres, 3-piece wheels, double passenger seat.

ONE new BEDFORD TK 120-in.-wheelbase Autolift tipper, underfloor gear, standard steel body, 9.00 tyres.

WE OFFER IN ADDITION TO THE ABOVE, THE FOLLOWING

**QUALITY USED VEHICLES**

1958 BEDFORD 300-cu.-in. diesel engine, body 6-wheel platform truck, double floor, 9.00 x 20 14-ply tyres, painted red, and in excellent condition.

1957 BEDFORD Comet engine, long-wheelbase, Boys 6-wheeler, 9.00 x 20 12-ply tyres, in excellent condition throughout.

**TIPPERS:**

1959 BEDFORD 5-ton twin-ram tipper, 12-ft. 6-in. tipping body.

1955 12-1/2-cu. short-wheelbase tipper, P6 diesel engine, 5-speed gearbox, 2-speed axle, good tyre equipment.

BEDFORD O-type long-wheelbase tipper, single ram seat, 12-ft. 6-in. body, fair condition, cheap.

1955 BEDFORD 7-ton short-wheelbase U-shaped all-metal bodied tipper, fitted B.M.C. diesel engine, and gearbox, £375.

1959 BEDFORD 5-ton normal-control single-ram tipper, wooded fixed-side body, 2LN Edbro tipping gear, low mileage, in excellent condition.

SPOTLESS 1958 BEDFORD 5-ton long-wheelbase tipper, 12-ft. 6-in. body, single-ram gear.

1955 BEDFORD R6 long-wheelbase twin-ram tipper, 9.00 tyres.

1957 BEDFORD 7-ton 300-cu.-in. diesel, long-wheelbase twin-ram tipper, Pilot tipping gear, 9.00 x 20 tyres, red.

**TRUCKS:**

1958 BEDFORD long-wheelbase platform truck, fitted with new 15-ft. body, high-loading board, low mileage, first-class condition, quality tested.

1953 BEDFORD A-type platform trucks, choice of two.

1960 FORD Trader 6D 7-ton platform truck, this vehicle is literally as new, spare wheel unused, low mileage with fitted Balco extension, and extended platform body, approximately 22 ft., for sale at considerable saving on new price.

1955 BEDFORD 7-ton long-wheelbase platform truck, diesel, excellent tyre equipment, cheap.

1951 ALBION Chieftain, 17-ft. 6-in. flat.

1953 As above.

1959 BEDFORD 7-ton 300-cu.-in. diesel platform truck standard body.

1958 BEDFORD 7-ton long-wheelbase platform truck.

BEDFORD O-type with insulated meat container body, £195.

1952 BEDFORD O-type long-wheelbase platform truck, £125.

1953 SEDDON P6, 5-speed box, long-wheelbase platform truck, £100.

1953 MORRIS 25-cwt. petrol platform truck, with canopy roof, high front and rear loading boards, in 1958 condition.

WE ALWAYS HAVE A LARGE STOCK OF VANS, CONVERSIONS AND PICK-UPS AVAILABLE AT ALL PRICES.

PART-EXCHANGES ACCEPTED, DEMONSTRATIONS AT YOUR PREMISES, DISTANCE NO OBJECT, AT ANY TIME TO SUIT YOUR OWN CONVENIENCE.

**GARLICK, BURRELL AND EDWARDS, L. TD.**

188 REGENT ROAD,  
LIVERPOOL, 20.

Phone, Bootle 4343.

911-36

**E. J. BAKER AND CO. (DORKING), L. TD.**

BIRCHETT ROAD,  
ALDERSHOT.

Phone 24242-3-4-5.

- 1956 BEDFORD 7-ton short-wheelbase Mk. II R6 diesel engine, 6-cu.-yd. steel drop-side tipper, near, £375.
- 1955 BEDFORD 7-ton long-wheelbase R6, Mk. II diesel engine, fitted with new platform body and cab heater, £265.
- 1955 BEDFORD 3-ton long-wheelbase truck with 6LW engine, £400.
- 1953 BEDFORD 7-ton petrol engine long-wheelbase drop-side wood 6-cu.-yd. tipper £345.
- 1955 MORRIS 30-cwt. standard van, petrol engine, £165.

CHOICE of several 12-seater P.S.V. passenger vehicles Bedford and Ford. 911-479

**Used Goods Vehicles (contd.)**

**CARMICHAEL'S FOR COMMERCIALS.**

Phone, KEMPSEY 439 and 417.  
(Main A38 Road.)

**NEW VEHICLES FOR IMMEDIATE AND**

**EARLY DELIVERY.**

**LEYLAND; ALBION; AUSTIN;**

**LARGEST SELECTION OF SECOND-HAND COMMERCIAL VEHICLES IN THE MIDLANDS.**

**B.M.C.**

1960 AUSTIN 7-ton steel body diesel tipper, forward control.

1959 AUSTIN 7-ton long-wheelbase all-alloy drop-side diesel tipper, forward control.

1958 AUSTIN artic diesel with coupling, forward control.

1956 AUSTIN 7-ton long-wheelbase platform diesel truck, forward control.

1954 MORRIS 5-ton long-wheelbase petrol platform, forward control.

**COMMER.**

1960 COMMER 7-ton forward-control drop-side long-wheelbase, with detachable high racks.

1957 COMMER 5-ton long-wheelbase all-alloy drop-side TS3 truck.

1955 COMMER 5-ton long-wheelbase drop-side P6 truck.

**E.R.F.**

1946 E.R.F. long-wheelbase forward-control A.E.C. 7.7 drop-side truck, 8-ton, 5-speed, overdrive.

**ALBION.**

1957 ALBION Chieftain long-wheelbase platform, 8-ton.

CHOICE of two 1955 ALBION Chieftain all-alloy forward-control, 8-ton, long-wheelbase.

1955 ALBION Reiver double-drive, Gardner engine, forward-control, long-wheelbase, all-alloy body.

**BEDFORD.**

1956 BEDFORD forward-control long-wheelbase diesel drop-side truck, 7-ton.

1950 BEDFORD normal-control petrol three-way tipper, 5-ton.

**FORD.**

1959 Thames Trader long-wheelbase diesel drop-side truck, 7-ton.

1955 Thames 5-ton long-wheelbase diesel drop-side truck.

1956 FORD Thames Sussex 6-wheel tipper, high sides.

**MAUDSLAY A.E.C.**

1949 MAUDSLAY A.E.C. 7.7 engine, 8-ton drop-side.

1947 MAUDSLAY A.E.C. 7.7 engine, 8-ton drop-side.

**ALL ABOVE COMMERCIALS ON TERMS.**

CALL AND INSPECT OUR STOCKS. CUSTOMERS CAN DRIVE VEHICLES TO TEST SAME.

**CARMICHAEL AND SONS (WORCESTER), L. TD.**

CLERKENLEAP DEPOT,

NR. WORCESTER.

911-79

**WILD, CONDON, L. TD.**

HANLEY, STOKE-ON-TRENT.

Phone 23434-5.

- FODEN 8-wheeler, 1959, drop-side, single drive, 12 speed box, 9.00 x 24 tyres, in excellent condition.
- FODEN 8-wheeler tipper, 1952, new fixed steel high-sided body, double drive, 10.00 x 20 tyres.
- E.R.F. 8-wheeler, 1960, drop-side, Gardner LX engine, double drive, 9.00 x 24 tyres.
- FORD Trader 6D boxvan, 1959, 800 cu. ft., rear shutter. 914-6053

**PRAILLS (HEREFORD), L. TD.**

COMMERCIAL VEHICLE SPECIALISTS.

**ATKINSON, AUSTIN, FORD, DODGE.**

NEW DODGE 8-ton tipper, Leyland engine, 2-speed axle, 7-cu.-yd. wood body, immediate delivery.

NEW Thames Trader 5-ton, 6-cylinder diesel, 152-in.-wheelbase chassis-cab, immediate delivery, bodied to suit requirements.

NEW AUSTIN 4-ton, 4-cylinder diesel, forward control, 14-ft. 6-in. drop-side body, immediate delivery.

1960 DODGE 6-ton diesel short-wheelbase tipper, 6-cu.-yd. wood body.

1959 BEDFORD 7-ton diesel drop-side truck.

1958 BEDFORD 7-ton tipper, Leyland engine, all-steel body.

1957 DODGE 6-ton diesel short-wheelbase tipper.

1955 DODGE 7-ton diesel long-wheelbase tipper.

1953 ATKINSON 8-wheeler, 6LW, double drive, 21-ft. alloy body.

1952 LEYLAND Octopus, double drive, 24-ft. platform body.

**PRAILLS (HEREFORD), L. TD.**

HOLMER ROAD,

HEREFORD.

Phone 4221.

911-345

## Used Goods Vehicles (contd.)

### FORD AND SLATER, LTD. LEYLAND, ALBION, SCAMMELL, TIPPER.

- 1959 ALBION Caledonian 18-ft. by 4-ft. timber fixed-side tipper.  
1956 BEDFORD 5-ton A-type 13-ft. by 18-in. drop-side tipper, P6.  
1955 BEDFORD 5-ton A-type 13-ft. by 18-in. drop-side tipper, P6.  
1955 BEDFORD 5-ton A-type 12-ft. by 2-ft. steel fixed-side tipper, petrol.  
1954 BEDFORD 7-ton S-type 14-ft. by 4-ft. timber fixed-side tipper, R6.  
1955 COMMER Q4 P6 9-ft. by 3-ft. timber drop-side tipper.  
1958 COMMER TS3 with Boys third axle, 18-ft. by 4-ft. timber fixed-side tipper, air brakes.  
1957 COMMER TS3 13-ft. by 3-ft. timber drop-side tipper.  
1955 COMMER TS3 12-ft. by 3-ft. timber drop-side tipper.  
1955 DODGE 7-ton R6 14-ft. by 4-ft. timber fixed-side tipper.  
1958 DODGE 7-ton R6 with Boys third axle 15-ft. 6-in. by 4-ft. timber fixed-side tipper.  
1958 FORD 5-ton H.D. 6D 6-cu.-yd. steel drop-side tipper.  
1958 LEYLAND Comet forward control, short wheelbase, fitted with Boys third axle, 15-ft. 6-in. by 4-ft. steel fixed-side tipper.  
1956 LEYLAND Comet medium-wheelbase 14-ft. by 2-ft. 6-in. alloy drop-side tipper, with 18-in. alloy extensions.  
1955 LEYLAND Comet medium-wheelbase 14-ft. by 2-ft. timber drop-side tipper.  
1955 LEYLAND Comet medium-wheelbase 14-ft. by 3-ft. timber drop-side tipper.  
1957 LEYLAND Comet, short wheelbase, fitted with Primrose third axle, 16-ft. by 4-ft. timber fixed sides.

### PLATFORM.

- 1956 ALBION Reiver, 22-ft. timber platform.  
1955 ALBION Reiver, 22-ft. timber platform.  
1958 ALBION Chieftain, CH3 model, 16-ft. 6-in. timber and alloy flat.  
1958 ALBION Chieftain, 18-ft. timber drop side.  
1954 LEYLAND Comet forward-control medium-wheelbase 16-ft. 6-in. alloy flat.  
1953 LEYLAND Comet normal-control medium-wheelbase 16-ft. 6-in. timber flat.  
1958 AUSTIN 5-ton diesel 14-ft. 3-in. timber flat.  
1958 BEDFORD 7-ton 300 diesel 18-ft. 6-in. timber drop-side.  
1958 BEDFORD 7-ton 300 diesel 16-ft. 6-in. timber drop-side.  
1957 BEDFORD 7-ton 300 diesel 16-ft. 6-in. timber drop-side.  
1956 BEDFORD 7-ton R6 16-ft. timber flat.  
1956 BEDFORD 5-ton P6 16-ft. timber flat.  
1954 BEDFORD 7-ton petrol 16-ft. 6-in. timber flat.  
1954 BEDFORD 7-ton petrol, 15-ft. by 2-ft. timber drop-side.  
1957 A.E.C. Mercury with Eaton Hendrickson third axle, 21-ft. 3-in. timber drop-side.  
1952 ATKINSON 7-ton, 4LW, 16-ft. timber drop-side.  
1952 E.R.F., 6LW, 24-ft. timber drop-side.  
1955 SEDDON 6-ton, P6, 16-ft. timber flat.  
1953 THORNYCROFT 7-ton, 18-ft. timber drop-side.  
1957 COMMER TS3, 19-ft. timber drop-side.  
1956 COMMER TS3, 16-ft. 6-in. timber drop-side.  
1958 COMMER TS3, 16-ft. 6-in. timber drop-side, air brakes.  
1956 DODGE 6-ton, P6, 17-ft. timber flat.  
1955 DODGE 6-ton, P6, 16-ft. timber drop-side.  
1954 DODGE 6-ton, P6, 17-ft. timber flat.  
1957 FORD Thames 4D, 16-ft. 6-in. timber drop-side.  
1951 FORD Sussex, P6, 18-ft. 6-in. timber drop-side.

### TRACTOR UNITS.

- 1958 B.M.C./SCAMMELL tractor unit.  
1957 BEDFORD 8-ton tractor, Meadows engine, complete with Scammell 23-ft. 10-ton flat trailer.  
1958 FORD Trader 6D tractor, fitted with a Carrier 25-ft. trailer, fixed-pin-type coupling.  
1958 LEYLAND Comet ECOS2/8R, Scammell tractor.

### VANS.

- 1956 ALBION Claymore 900-cu.-ft. alloy boxvan.  
1956 ALBION Chieftain 900-cu.-ft. boxvan.

### FORD AND SLATER, LTD.,

### LEYLAND, ALBION,

GWENDOLEN ROAD, LEICESTER.  
Phone 36117-9. 911-516

- 1959 BEDFORD-SCAMMELL tractor unit, Leyland diesel engine, £725.  
1959 FORD 4D 3-ton Luton van, excellent condition, £300.  
1957 AUSTIN petrol 5-ton boxvan, reconditioned engine, 2-speed axle, £300.  
1948 FORD 8-wheel drop-side truck, Gardner 6LW engine, £500.

### NORMAND, LTD.,

CUMBERLAND AVENUE,  
N.W.10.  
Elgar 7757. 911-465

## Used Goods Vehicles (contd.)

### C. L. AND H. L. BLUNDELL, LTD., AUSTIN, DODGE MAIN DEALERS.

- AUSTIN 5-ton normal-control petrol chassis and cab, list.  
AUSTIN 7-ton forward-control tipper, steel body, extras, list.  
DODGE 9-ton chassis and cab, 2-speed axle, air brakes, power steering, 375-cu.-in. engine, 10.00 x 20 tyres, list.

### TIPPER.

- 1957 AUSTIN diesel 5-ton, short wheelbase, no new throughout £625

### TRUCKS.

- 1959 Thames Trader 7-ton platform 20-ft. body, reconditioned engine, £725.  
1958 COMMER 7-ton TS3, air brakes, 5-speed gearbox, £720.  
1956 BEDFORD 7-ton flat platform, R6 engine, choice of two, £350.  
1955 BEDFORD 5-ton drop-side, A model, petrol engine, good condition, choice of two, £275.  
1956 Thames 4D 5-tonner, good condition, choice of two, £325.  
1947 A.E.C. Mammoth Major drop-side truck, reconditioned 7.5-litre engine, reconditioned gearbox, 13 new tyres, well above average, £635.  
1954 BEDFORD 7-ton petrol drop-side truck, fair throughout, £225.  
1948 ALBION 8-wheeler, good condition, choice of two, £385.  
1948 ATKINSON 8-wheeler, good condition, 6LW engine, choice of two, £500.  
1948 ALBION 6-wheeler, good condition, choice of three, £300.  
1947 FODEN 7-tonner, LW engine, £345.  
1947 E.R.F. 7-tonner, LW engine, £345.  
1953 DODGE 5-tonner, P6 engine, £225.  
1944 LEYLAND Beaver, fair condition bodily, good mechanically, choice of two, £245.  
1946 LEYLAND Beaver, good condition, £325.  
1950 BEDFORD 5-ton OL model, average condition, choice of three, £75.

### ARTICULATED VEHICLES.

- 1948 BEDFORD-SCAMMELL tractor unit, petrol engine, fair condition, £90.

### VANS.

- 1953 COMMER 3-ton van with side-loading doors and integral cab, 100% condition throughout, new tyres, £175.  
1951 As above, but requires tidying, £75.

### CANTERBURY 5476.

### FOLKESTONE 51988.

### ASHEFORD (KENT) 99.

AFTER 6.30 P.M., LITTLEBOURNE (KENT) 318.  
911-467

### HANGERS.

### SELECTED USED COMMERCIALS.

- TRADER 108-in. tipper, 1958, 6-cylinder petrol, 5-cu.-yd. steel body, £295.  
COMMER Luton van, 3-ton, diesel, 950 cu. ft. capacity repainted, excellent condition, £350.  
TRADER, 108-in. wheelbase 1958, 5-cu.-yd. steel-bodied tipper, 6-cylinder diesel, £355.  
BEDFORD 12-seater Workabus, long wheelbase, delivery mileage only, 2-ton, as new, £120 below list, £525.  
TRADER 4-ton long-wheelbase truck, 4D engine, specimen, one fastidious owner, real beauty, £485.  
MORRIS 30-cwt. petrol chassis-cab, converted special caravan body as living home, 3-berth. Calor gas and electric, hand-pumped water supply, tiled shower and washroom, Full Calor gas stove and sink unit, wardrobe and ample storage cupboards, interior toilet, gasfire point; genuine 3,000 miles, cost over £2,240, really worth seeing, ideal for caravanning, county shows, open site exhibitions, etc., price £675.

Many others to choose from. All New Thames commercials now available.

### HANGERS.

### FORD DISTRIBUTORS.

187 BROAD STREET, BIRMINGHAM, 15.  
Midland 7131. 912-6074

### WHALEBONE MOTORS, LTD.,

- A.E.C. (November 1954), 8-wheeler, 11.3 engine, double drive.  
A.E.C. 1951, 8-wheeler, 9.6 engine, double drive, choice of several.  
E.R.F. Tractor unit together with 15-ton low load one Tackler trailer with winch.  
LEYLAND Comet 90, cattle float, fair throughout.  
NUMEROUS boxvans, petrol and diesel.  
SEVERAL good 18-20-ft. Scammell trailers.

### WHALEBONE MOTORS, LTD.,

239-241 HIGH ROAD  
CHADWELL HEATH, ENSEX.  
Phone, Seven Kings 5282. 911-504

## Used Goods Vehicles (contd.)

### ARLINGTON MOTOR CO., LTD.

OUR REPUTATION IS YOUR GUARANTEE.  
SELECTION OF OUR RANGE OF USED VEHICLES  
SALES DEPARTMENTS OPEN UNTIL 5 P.M.  
SATURDAYS.

### VANS.

SELECTION of used BEDFORD 10-12-cwt. and 15-cwt. vans and personnel carriers, many types.

### TRUCKS.

- 1958 BEDFORD 7-ton 16-ft. wooden platform, 2-speed rear axle.  
1958 BEDFORD 7-ton long-wheelbase platform, 300 diesel, 9.00 x 20 tyres (at Cardiff).  
1957 BEDFORD diesel 6-ton forward-control with 16-ft. double drop-side body.  
1956 COMMER 4-ton Superpose drop-side, petrol (at Cardiff).  
1955 FORD Thames 4D 5-ton platform.  
1955 BEDFORD diesel 7-ton forward-control with 16-ft. double drop-side body.  
1955 E.R.F. 4LW engine, 16-ft. wooden platform, 9.00 x 20 tyres.  
1955 ALBION Chieftain 16-ft. wooden platform.  
1953 BEDFORD A2C 25-cwt. drop-side truck.  
1953 LEYLAND Comet platform vehicle, 17-ft. 6-in. body, choice of two (at Cardiff).  
1953 LEYLAND Comet, 9.00 x 20 tyres, 18-ft. alloy platform, very clean.

### TIPPER.

- 1958 BEDFORD diesel 6-ton normal-control tipper.  
1953 BEDFORD 8-ft. drop-side 3-cu.-yd., 6.50 x 20 tyres.

### LUTONS.

- 1957 AUSTIN 3-ton diesel, 750-cu.-ft. Luton.  
1957 FORD 4-ton 1,000-cu.-ft. Luton.  
1954 LEYLAND Beaver fitted with aluminium box van, very clean condition.  
1953 BEDFORD diesel 5-ton normal-control with 140-cu.-ft. box body.  
IMMEDIATE delivery new BEDFORD diesel 4-ton 1,200-cu.-ft. Luton body.

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**1957** ALBION Reiver, long wheelbase.

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**1957** COMMER TS3 12-ton tractor.

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4-ft. fixed sides, ready for immediate work.

**COMMER** TS3, articulated unit complete with 22-ft.

C platform semi-trailer, good general condition.

**COMMER** 1956 TS3 7-ton tipper, fitted with wooden

body 12 ft. 6-in. long, 2-ft. 6-in. sides and top hinged

tailboard, tyres and mechanical condition very good, useful

for sand and gravel.

**DODGE** 1959 6-ton tipper fitted with Perkins P6 engine

and 9-ft. 6-in. wooden body with 24-ft. 6-in. sides,

Telehoist underfloor gear, very good general condition.

**LEYLAND** Super Comet, July, 1959, tractor unit, com-

plete with Scammell 25-ft. drop-side wooden-bodied

semi-trailer and fifth-wheel coupling, an exceptionally good

vehicle in very nice condition throughout.

**SENTINEL** 6-wheel tipper with D7 engines and 19-ft.

alloy bodies; choice of two. 911-782

Used Goods Vehicles (contd.)

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OFFER for early delivery new E.R.F. and Dodge trucks.  
All models.  
LSO immediate delivery only—

**NEW ALBION** Caledonian 8-wheel 22-ft. alloy tipper.  
**NEW A.E.C.** 8-wheel double-drive hydraulic tipper, large alloy body, 9.6 engine.  
**NEW DODGE** 8-ton twin-steer, Leyland engine, 16-ft. hydraulic tipper.  
**NEW DODGE** 8-ton hydraulic tipper, new Perkins engine.  
**NEW DODGE** York 19-ft. tipper, Leyland engine.

**NEW DODGE** Perkins 7-ton short-wheelbase hydraulic tipper.  
**ALBION** Reiver 22-ft. drop-sided truck, Leyland engine.

**1957** ATKINSON 8-wheel 24-ft. flat, 9.6 A.E.C. engine.  
**1953** ATKINSON 6-wheel 24-ft. flat, Gardner.

**1949** A.E.C. 8-wheel 24-ft. flat.  
**SEDDON** articulated, fitted 5LW engine and 22-ft. van body, fifth-wheel coupling.

**1954** A.E.C. 8-wheel tipper, 18-ft. alloy body, 9.6 engine, 14-ft. hydraulic tipping trailer, clean condition.

**1953** FODEN 8-wheel tipper, Gardner, 23-ft. new steel body, resprayed.  
**1946** ATKINSON 8-wheel double-drive tipper.

**1952** VULCAN short-wheelbase hydraulic tipper, 4LW engine, resprayed.  
**1954** ATKINSON 4LW 15-ft. hydraulic tipper.

**1955** BEDFORD 7-ton long-wheelbase 15-ft. alloy tipper, R6 engine.  
**1956** BEDFORD long-wheelbase 5-ton A-type drop-sided truck.

**1949** BEDFORD long-wheelbase 5-ton hydraulic tipper 15-ft. drop-sided body, new P6 engine.  
**1948** COMMERCIAL Perkins 16-ft. drop-side truck.

**1953** DODGE 7-ton R6 15-ft. hydraulic tipper, new tyres.  
**1960** FORD Trader long-wheelbase hydraulic tipper, 20,000 miles.

**1958** FORD 7-ton Trader, flat.  
**1956** FORD D long-wheelbase truck, new engine.

**1956** FORD D steel-bodied tipper, very clean.

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**YORK HW2** 14-ton platform trailer, 26-ft. long.

**1960** GUY Invincible 8-wheel tipper with 21-ft. 6-in. long coal body.  
**1958** LEYLAND Comet forward-control tipper with 15-ft. by 7-ft. 6-in. by 4-ft. 6-in. all-alloy coal body.

**1959** FORD Trader 6D engine tipper with steel body and wood coal extension boards.  
**1958** October, DODGE 3125AY, Comet engine, Eaton 2-speed, 15-ft. long by 4-ft. high wooden coal body.

**NOVEMBER, 1957** ATKINSON 8-wheel tipper, A.E.C. 11.3 engine, 5-speed gearbox, double-drive all-alloy coal tipping body.  
**1957** B.M.C. 6-wheel tipper, Boys trailing axle, 5-speed 17-ft. 6-in. long coal body.

DEALERS FOR DODGE AND MORRIS  
COMMERCIAL.

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**£600.** 1956 (model) E.R.F. Scammell tractor, fitted 4LW Gardner engine, 2-speed axle.  
**£395.** COMMERCIAL Q articulated petrol, complete with streamline large Carimore van trailer, ex private user, very clean outfit.

**£275.** 1956 A-type diesel BEDFORD short-wheelbase tipper, one owner.  
**£185.** 1955 B.M.C. diesel short wheelbase tipper.

**£190.** 1956 (December) FORD 4D diesel 4-ton lorry.  
**£125.** 1951 SEDDON diesel flat lorry.

**255** WALTON LANE, Liverpool, 4. Aintree 1873.  
911-34

**38**

Used Goods Vehicles (contd.)

**W. JONES (MANCHESTER), LTD.**

**1960** FORD Trader 7-ton flat, small mileage, choice of five, from £750.  
**1960** December, FORD Trader 6-wheel drop-side tipper, power steering, 2-speed axle, £1,700.

**1959** FORD Trader 6D 7-ton flat, choice of 15, from £625.  
**1959** FORD Trader 160-in. wheelbase steel drop-side tipper, very clean, £650.

**1959** FORD Trader 6D county extension 6-wheel platform truck, choice of three, £1,095.  
**SCAMMELL** trailer with coupling, 9.00 x 20 tyres, 23-ft. drop-sides, new 1959, £150.

**1959** BEDFORD 5-type 6-cu.-yd. steel-bodied tipper, 2-speed axle, 300 diesel engine, choice of four £650.  
**1959** BEDFORD J-type 6-cu.-yd. steel-bodied tipper, 2-speed axle, 300 diesel engine, £650.

**1958** DODGE short-wheelbase tipper, air brakes, R6 engine, very good condition, £595.  
**1958** November, COMMERCIAL TS3 long-wheelbase flat, 9.00 x 20 tyres, £675.

**1958** November, DODGE, Leyland engine, 6-wheel twin steer tipper, very clean, £1,175.  
**1957** BEDFORD D-type 300 engine 6-ton short-wheelbase tipper, complete new wooden body, £525.

**1957** ATKINSON 4-wheel D/R tipper, SLW engine, 10-cu.-yd. alloy body, 9.00 x 20 tyres, very good condition, choice of two, £950.

**1956** COMMERCIAL TS3 artic., Scammell coupling with 21-ft. trailer, £495.  
**PLUS** a large selection of 1960-61 BEDFORD type and 5-type diesel tippers.

**THE UNDERNOTED ARE SPECIALLY  
REDUCED.**

**1958** DODGE 6-ton long-wheelbase platform lorry, diesel engine, forward control, £450.  
**1958** FORD 6D 5-ton drop-side truck, £525.

**1957** BEDFORD 7-ton flat 5-type, 300 engine, £475.  
**1957** BEDFORD 5-ton flat, A-type, P6 engine, £345.

**1956** May, AUSTIN B.M.C. 5-ton diesel long-wheelbase flat, £375.  
**1956** FORD short-wheelbase wooden-bodied tipper, P6 engine, £175.

**1956** B.M.C. 7-ton flat, 5.1-litre diesel engine, £375.  
**1956** MORRIS B.M.C. 3-ton 21-ft. platform truck, 4-cylinder diesel engine, £300.

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**A.E.C.-COMMERCIAL DISTRIBUTORS.**

**NEW A.E.C.** Mercury 11-ft. 9-in. chassis-cab, immediate delivery.  
**NEW COMMERCIAL** 15-cwt. high-top van, diesel.

**NEW COMMERCIAL** 30-cwt. van, diesel.  
**COMMERCIAL** 15-cwt. diesel van, 1960, low mileage, forward control, £560.

**BEDFORD, 1957** Boys alloy-framed drop-side body, Comet engine, £890 o.n.o.  
**MORRIS, 1957** 15-cwt. forward-control van, clean condition, £195.

**AUSTIN, 1954** normal-control 5-ton P6 drop-sider, £295.  
**B.M.C.** 1957 7-ton diesel alloy tipper, £650. 911-190

**MAYDAY MOTORS, LTD.**  
DODGE DISTRIBUTORS.

**EARLIEST DELIVERY ALL MODELS.**

**NEW DODGE** 313TT 7-ton diesel tipper, 2-speed axle.  
**NEW AUSTIN** 1-ton petrol van, primer, list.

**NEW Atlas Major** 10-12-cwt. van, blue, extras, £520.  
**1960** BEDFORD CA van, long wheelbase, 5,000 miles, unwritten, excellent, £375.

**1959** Thames 5-cwt. van, unwritten, one owner, 15,000 miles, £275.  
**1958** (Late) Thames 15-cwt. van, with heater, excellent order, £275.

**1958** AUSTIN A101 10-cwt. van, unwritten, low mileage, excellent, £255.  
**1957** DODGE 6-ton diesel tipper, 6-cu.-yd. alloy body, 2-speed axle, £625.

**1956** Thames P6 diesel tipper, alloy body, £195.  
**1956** DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. body, choice of two from £565.

**1955** DODGE 6-ton diesel tipper, 7-yd. steel body, reconditioned engine, £475.  
**1954** ALBION, 9.00 x 20 tyres, metal body, tipper, £475.

**MAYDAY RD., Thornton Heath, Croydon.** Thornton Heath 3473. 911-172

**WOODYATT MOTORS, LTD.**  
THE BEDFORD MAIN DEALERS.

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SOUTHEND-ON-SEA.

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**1956** DODGE 1,200-cu.-ft. alloy Luton van, 5-ton, diesel, £525. 911-219

Used Goods Vehicles (contd.)

**COMBERHIL MOTORS, LTD.**

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**NEW ATKINSON** L1786X (Gardner 6LX 150 b.h.p.) 17-ton 8-wheel double- and single-drive chassis-cab.

**NEW ATKINSON** L1786X (Gardner 6LX) 17-ton 8-wheel Milshaw 21-ft. alloy tipper, 40 x 8.

**NEW ATKINSON** L1360X (Gardner 6LX 150 b.h.p.) 6-wheel double-drive tractor unit, power steering.

**NEW ATKINSON** L12651 (Gardner 5LW) 12-ton 4-wheel 6-wheeler, single-drive chassis-cab on 22-ft. platform, Eaton axle, also available as Milshaw 18-ft. alloy tipper, Atkinson's latest addition to range, unladen weight (chassis-cab) 5½ tons (approx.).

**NEW ATKINSON** L146X (Gardner 6LX 150 b.h.p.) 4-wheel tractor, fifth-wheel coupler.

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**NEW MERCEDES-BENZ** LK327 and LP327 9-10-ton medium- and long-wheelbase chassis-cabs and platform trucks, also complete tippers from stock.

**NEW COMMERCIAL** (Rootes diesel) 6-wheeler (Unipower third axle) Milshaw 18-ft. coal-coke alloy tippers.

**1960** 6-wheeler double-drive Milshaw twin ram 17-ft. alloy tippers, choice of three.

**1959** ATKINSON L1746XA (Gardner 6LX) 4-wheel tractor with B.T.C. 27-ft. 6-in. 4-in.-long articulated semi-trailer.

**1959** ATKINSON S1786LX (Gardner 6LX) 17-ton 8-wheel double-drive Milshaw twin-ram 20-ton Homalloy tipper.

**1959** ALBION Caledonian (Leyland 600 9.8-litre) 17-ton 8-wheel double-drive Pilot twin-ram 20-ton Homalloy tipper.

**1959** ALBION Clydesdale (Leyland Comet diesel 8-9-ton 4-wheel Milshaw 13-ft. alloy tipper.

**1959** THORNYCROFT Trusy 17-ton 8-wheeler, 25-ft. alloy drop-side, air brakes, 40 x 8.

**1959** ATKINSON S644LW (Gardner 4LW) 8-10-ton 4-wheel Edbro 12-ft. alloy tipper.

**1959** ATKINSON M644LW (Gardner 4LW) 8-10-ton 4-wheel Milshaw 15-ft. alloy tipper.

**1959** ATKINSON L1786X (Gardner 6LX 150 b.h.p.) 17-ton 8-wheel Milshaw 21-ft. alloy tipper.

**1959** ATKINSON L1786 (Gardner 6LW) 17-ton 8-wheel 24-ft. drop-sider, 40 x 8, mileage 40,000.

**1959** BEDFORD SST1 and J6 (Bedford diesel 7-ton 4-wheel steel tippers, choice two).

**1959** MORRIS B.M.C. 5.1-litre 4-wheel 120-in. wheelbase tractor, fifth-wheel coupler.

**1959** MORRIS B.M.C. 5.1-litre 7-ton 4-wheel 150-in. tipper, 15-ft. body, choice two.

**1958** FORD Trader diesel 7-ton short-wheelbase upper steel body, 9.00 x 20.

**1958** ATKINSON M644LW (Gardner 4LW) 8-10-ton 4-wheel Milshaw 15-ft. alloy tippers, choice two.

**1958** ATKINSON M644LW (A.E.C. 7.5-litre) 8-10-ton 4-wheel Milshaw 15-ft. alloy tipper.

**1957** A.E.C. Mercury Mark II 7.75-litre 8-10-ton 4-wheel 21-ft. platform, 9.00 x 20.

**1956** ALBION Reiver 6-wheel double-drive 22-ft. platform truck, Michelin C20, choice two.

**1955** FODEN FG-15 (Gardner 6LW) 8-wheel double-drive Milshaw twin-ram 21-ft. tippers.

**1955** FODEN FG-12 (Gardner 6LW) 12-ton 6-wheel double-drive Pilot twin-ram 14-ft. Homalloy tippers, choice two.

**1955** LEYLAND Octopus (600 9.8-litre) 15-ton 8-wheel double-drive Pilot twin-ram 22-ft. tipper.

**COMPLETE DETAILED LIST AVAILABLE.**  
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**ELT BROS., LTD.**

**NEW BEDFORD** TK 135-in. wheelbase diesel lorry.

**NEW BEDFORD** J-type 161-in. wheelbase diesel lorry.

**NEW BEDFORD** TK 167-in. wheelbase diesel lorry, 5-speed gearbox, 2-speed axle and 9.00 x 20 tyres.

**1956** FORDSON Thames 4D diesel 30-cwt. lorry, excellent condition and low mileage, £245.

**1951** Five FORDSON Thames 10-cwt. vans from £15.

**1956** BEDFORD A-type petrol 5-ton Anthony hoist tipper, recently fitted service engine, in very good condition, £300.

**1955** DODGE P6 diesel 5-ton tipper, wood body, single-speed axle, £250.

**1952** AUSTIN Loadstar (petrol) 5-ton long-wheelbase lorry, £95.

**1956** DODGE 7-ton short-wheelbase tipper, recently serviced R6 diesel engine fitted, 2-speed axle and 5-speed gearbox, 8-cu.-ft. wood body, £475.

PART-EXCHANGES AND HIRE-PURCHASE A PLEASURE.  
**ELT BROS., LTD.**  
BEDFORD AND VAUXHALL DEALERS,  
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**COMMERCIAL VEHICLE SALES AND  
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**A.E.C., B.M.C. AND YORK.**

**1959** ALBION Clydesdale CD21L, new tyres, 6-speed, heater, drop-side, 21-ft., in fine order.

**1960** COMMERCIAL TS3, Scammell tractor unit, 5-speed, heater, good tyres, excellent order.

**1960** LEYLAND Comet CS 3/3R chassis-cab, 6-speed, heater, flasher, in good order.

**1957** COMMERCIAL TS3 7-ton platform, good order.

**1959** COMMERCIAL TS3 Scammell tractor unit, good order.

**C** CRANES CLOSE.  
BASILDON,  
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FOR  
**ALBION-LEYLAND-COMMER.**

**NEW** COMMERCIAL TS3 chassis and cab, 13-ft. 6-in. wheelbase, 9.00 x 20 tyres, 5-speed gearbox, helper springs, heater, etc., for immediate delivery.  
**1958** BEDFORD 7-ton long-wheelbase, Comet engine, 9.00 x 20 tyres, drop-side body.  
**1957** AUSTIN B.M.C. 7-ton, 9.00 x 20 tyres, 2-speed axle, power steering, Baico extension, 20-ft. drop-side body.  
**1957** FORD Trader short-wheelbase 7-ton, under-floor tipping gear, steel body with detachable sides.  
**1956** AUSTIN B.M.C. 7-ton, 8.25 x 20 tyres, Baico extended with 20-ft. platform body.  
**1956** ALBION Chieftain, 8.25 x 20 tyres, platform body.  
**1955** BEDFORD chassis and cab, Baico extension, petrol engine.  
**1955** ALBION Reiver, Leyland engine, 8.25 x 20 tyres, 22-ft. platform body.  
**1955** ALBION Reiver, Albion engine, 8.25 x 20 tyres, 22-ft. platform body.  
**1954** THORNYCROFT Trident, diesel engine, 9.00 x 20 tyres, 20-ft. platform body.  
**1954** ALBION Victor, 8.25 x 20 tyres, 20-ft. alloy platform body.  
**1953** BEDFORD 5-ton, P6 engine, 14-ft. platform body.  
**1950** FORD Thames, long wheelbase, P6 engine, 8.25 x 20 tyres, drop-side body. 911-53

## CENTRAL GARAGE,

AUTHORIZED  
LEYLAND, ALBION DEALER.  
BARNLEY ROAD, SOUTH ELMSALL,  
NEAR PONTEFRAC.  
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**ALBION** Reiver, 1955, Albion engine, drop-side body, choice of two.  
**BEDFORD** 1956 7-ton long-wheelbase tipper, Meadows diesel.  
**MAUDSLAY** 8-wheeler, 1950, 24-ft. platform, 9.6 engine, double drive, choice of three.  
**BEDFORD** 1959 with Boys third axle, Bedford diesel engine, 2-speed axle, 22-ft. drop-side body.  
**COMMER** TS3, 1957, with Boys third axle, 22-ft. platform body.  
**COMMER** TS1, 1958, with Boys third axle, 17-ft. alloy tipping body, Edbro gear and 2-speed axle.  
**COMMER** Avenger coach, 1950 Albion engine, certificate of fitness two years.  
**LEYLAND** Octopus, 1960, long-wheelbase tipper, as new.  
**LEYLAND** Beaver 1949 18-ft. platform, 600 engine, very clean.  
**BEDFORD** 1957 7-ton long-wheelbase platform body Bedford diesel engine.  
**B.M.C.** 1956 5-ton long-wheelbase platform body.

TERMS AND PART-EXCHANGES.

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BEDFORD MAIN DEALERS.

**1958** FORD 6D 5-cu.-yd. tipper, 2-speed axle, good tyres, choice of several, £500 each.  
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**1955** ALBION 3-4-ton diesel chassis-cab, £175. 911-225

**QUANTITY** 1959 and 1960 BEDFORD tippers, long- and short-wheelbase.

**VARIOUS** tractors and flats. View by appointment.

**1953** LEYLAND Royal Tiger, 41-seater.

**1953** CROSSLEY 37-seater Churchill.

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**AGENTS** for Austin, Ford and Standard commercials, a large selection of new and used vans always in stock.

**NEW** AUSTIN 1½-ton van, diesel, in primer.

**NEW** Thames Trader 4-ton drop-side truck, 152-in. wheelbase.

**NEW** AUSTIN 702 forward-control 7-ton chassis-cab, 120-in. wheelbase.

**1960**, May, AUSTIN 702 diesel with 7-cu.-yd. tipping body also fitted with 9.00 x 20 tyres, cab heater and flashers, 25,000 miles, £1,095.

**CRAWLEY 25666** (FIVE LINES).

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**NEW** A.E.C. 9.6 8-wheeler.  
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**NEW** ALBION Reivers, all models.  
**NEW** ALBION Chieftains.  
**NEW** ALBION Chieftain tractor with Scammell coupling.  
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**NEW** BEDFORD TK tractor, 5-speed box, Leyland Comet engine.  
**NEW** BEDFORD TK models, long wheelbase and tippers.  
**NEW** E.R.F. 6LX 8-wheeler.  
**NEW** FODEN 6LX 8-wheeler.  
**NEW** FORD 4D 5-tonner, 160-in. wheelbase.  
**NEW** LEYLAND Super Comet.  
**NEW** LEYLAND Beaver tractor.

**NEW** ALBION Clydesdale tractor with fifth-wheel coupling, Leyland Comet engine.  
**NEW** Scammell and B.T.C. 4-in-line trailers, fifth-wheel coupling, from 10-15 tons.

**100** Second-hand vehicles from 1950 to 1960, including 4-, 6- and 8-wheelers.

**L**ARGE stock of 1959-60 Commer, B.M.C. and Atkinson, etc., fitted with alloy bodies and double-rum gear.

## SPECIAL CLEARANCE PRICES.

**ENGINES** gearboxes and back axles for all types of machines.

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911-527

## CAPITAL MOTOR CO., LTD.,

TOTTENHAM LANE,

HORNSEY, N.8.

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BEDFORD MAIN DEALERS, SCAMMELL DISTRIBUTORS.

**NEW** TK BEDFORDS in stock include:-

**7-** And 7½-ton 18-ft. trucks.

**7-TON** Tippers.

**3-,** 4- and 5-ton trucks.

**USED** vehicles in stock.

**1950** AUSTIN 30-cwt. van, fair condition, good tyres.

**1954** BEDFORD 7-ton Mk. II R6 diesel with platform body in good, clean working condition, £125.

**1954** AUSTIN 5-ton platform lorry, P6 diesel, Marshall's forward-control cab, in good, clean working order, £200.

**1959** AUSTIN Omnicoach, fitted heater and extras, finished in green, excellent all-round condition, £425.

**PHONE, MOUNTVIEW 3451.**

911-218

## SAVILLE MOTOR SALES, LTD.,

HARVESTER HOUSE,

STRAFORD-ON-AVON.

Phone, Stratford-on-Avon 4242 (15 lines).

VAUXHALL-BEDFORD MAIN DEALERS.

ROVER-LAND ROVER DEALERS.

## FOR IMMEDIATE DELIVERY.

**7½-TON** BEDFORD tippers, 350 diesel.

**15-CWT.** BEDFORD short-wheelbase and long-wheelbase vans.

**88-IN.** LAND ROVER, petrol and diesel.

**109-IN.** LAND ROVER, petrol and diesel.

**7-TON** BEDFORD normal and forward-control tippers.

**5-TON** long-wheelbase diesel chassis-cab, normal control.

## USED VEHICLES.

**1956** BEDFORD R6 7-ton 18-ft. platform truck.

**1956** COMMERCIAL TS1R long-wheelbase drop-side truck, maker's reconditioned engine just fitted.

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**1952** AUSTIN prime mover, reconditioned engine, complete with low-loading semi-trailer. 911-284

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**PRICE'S (EARL SHILTON), LTD.,**

ATKINSON AND SEDDON DISTRIBUTORS.

## TIPPERS.

**NEW** COMMERCIAL TS3 tipper, air brakes, 9.00 x 20 tyres, 5-speed box, fitted twin-ram tipping and new bulk body.

**NEW** FORD Trader 75 York 6-wheeler, 9.00 x 20 tyres, twin-ram gear and new bulk body.

**NEW** DODGE-YORK 6-wheeler tipper, 375 Leyland engine, Eaton 1850 2-speed axle, air brakes, 9.00 x 20 tyres, chassis available 7-14 days, tipping gear and body to suit your requirements.

**NEW** COMMERCIAL TS3 7-ton short-wheelbase tipper, air brakes, 9.00 x 20 tyres.

**NEW** COMMERCIAL TS3 7-ton short-wheelbase tipper, air brakes, 9.00 x 20 tyres.

**NEW** COMMERCIAL TS3 7-ton short-wheelbase tipper, air brakes, 9.00 x 20 tyres.

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**NEW** COMMERCIAL TS3 7-ton short-wheelbase tipper, air brakes, 9.00 x 20 tyres.

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**Used Goods Vehicles (contd.)**

**PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD.**

**A.E.C. DODGE TROJAN SERVICE.**  
OFFICIAL TECALEMIT AUTOMATIC LUBRICATION  
FITTING STATION.

**NEW VEHICLES IN STOCK FOR  
IMMEDIATE DELIVERY.**

**TWO A.E.C. Mercury chassis and cabs, long-wheelbase models.**  
**ONE DODGE 8-ton long-wheelbase chassis and cab** (375 Leyland engine).  
**ONE FORD Trader long-wheelbase chassis and cab.**  
**ONE FORD Trader long-wheelbase tipper and high-side body.**  
**ONE TROJAN 25-cwt. P4 engine.**

**SECOND-HAND VEHICLES.**

**1958 DODGE twin-steer tipping vehicle.**  
**1958 GUY long-wheelbase drop-side vehicle.**  
**1958 FORD long-wheelbase platform Trader.**  
**1956 November, A.E.C. long-wheelbase platform Trader (Mercury).**  
**1957 BEDFORD long-wheelbase platform Trader.**  
**1955 ALBION Clydesdale long-wheelbase platform.**  
**1952 BEDFORD long-wheelbase drop-side.**  
**1954 DODGE R6 long-wheelbase drop-side vehicle.**

**443 HANDSWORTH ROAD,**

**SHEFFIELD, 13.**

Woodhouse 2541 (three lines) 911-524

**PERCY D. SLEEMAN, LTD.,**

**LONDON COMMERCIAL DEALERS.**

**NEW IMMEDIATE DELIVERY.**

**7-TON COMMER 13-ft. 6-in. wheelbase chassis-cab, 9.00 x 20 tyres, 5-speed gearboxes and air brakes.**  
**COMMERCIAL tractor with Scammell couplings.**  
**COMMERCIAL 15-cwt. van.**  
**COMMERCIAL 30-cwt. van.**  
**COMMERCIAL Cob.**

**1960 BEDFORD 12-15-cwt. van, small mileage, from £355.**  
**1959 FORD Thames 7-ton platform, £695.**

**91 COWLEY ROAD,**

**UXBRIDGE, MIDDLESEX.**

**UXBRIDGE (UX) 37847.**

After hours, Iver 561 or Beaconsfield 1081 911-437

**T.G.B. MOTORS, LTD.,**

**PRIMROSE GROUPS SALES,**

**CLITHEROE ROAD,**

**WHALLEY.**

Phone Whalley 3315.

**IMMEDIATE DELIVERY.**

**GUY Warrior light 8-wheeler, 17-ft. 9-in. wheelbase, 7.75 A.E.C., Eaton 2-speed.**  
**GUY Otter, 9-ft. 9-in. wheelbase, 4LK 2-speed axle, nice condition.**  
**GUY Warrior, 10-ft. 6-in., 15-ft. 9-in. wheelbase, alternative 375 Leyland or 7.75 A.E.C.**  
**DODGE 3164V, complete with tipping gear.**

**USED VEHICLES.**

**1957 COMMERCIAL platform vehicle, Boys third axle.**  
**1959 LEYLAND Octopus, 24-ft. drop-side body.**  
**ALLOY underframe platforms, Primrose steer and third axles, Syndromic lubrication systems fitted, painting and lettering, etc.**  
**PART-EXCHANGES and hire-purchase arranged.** 911-390

**THE NIGHTINGALE ENGINEERING CO., LTD.**

**A New 10-ton COMMERCIAL TS3 S.A.E. tractor.**

**1960 ATKINSON 8-wheeler platform, Gardner LX engine, excellent condition.**  
**1960 ATKINSON 8-wheeler 26-cu.-yd. tipper. Pilot gear, immaculate vehicle.**  
**1956 ATKINSON 8-wheeler, 6LW, 24-ft. alloy body, nice condition.**  
**1955 FODEN twin-steer platform, 5LW Gardner engine, clean vehicle.**  
**1955 THORNICROFT 8-wheeler, 24-ft. all-metal platform body, ex C-licence operator, one owner, clean vehicle.**

**WESTERN LANE, London, S.W.12, Battersea 2193, 911-97**

A40

**Used Goods Vehicles (contd.)**

**TILBURY'S (SOTON), LTD.,**

**CENTRAL STATION, BRIDGE ROAD,  
SOUTHAMPTON.**

Phone 24731.

**SEDDON DIESEL DISTRIBUTORS.  
COMMERCIAL-KARRIER MAIN DEALERS (HEAVY).  
PART-EXCHANGES AND H.P. T.**

**1960 FORD Trader 6D 7-ton platform truck with Baico extension, 9.00 x 20 tyre equipment, 20-ft. platform body, very clean vehicle, one owner, choice of two.**  
**1957 COMMERCIAL TS3, fitted with platform body, 9.00 x 20 tyre equipment, air brakes, one owner.**  
**1956 B.M.C. 7-ton fitted with 17-ft. 6-in. platform body, twin-speed axle, power steering, 9.00 x 20 14-ply tyre equipment.**  
**1956 SEDDON diesel 6-yd. tipper, 8.25 x 20 tyre equipment, one owner.**  
**1955 LEYLAND Comet 90 fitted with 17-ft. 4-in. platform body, one owner.**  
**1953 SEDDON diesel Mk. 5-L fitted with platform body, in good condition.**  
**1952 LEYLAND Comet fitted with 18-ft. Luton van body, cubic capacity approximately 950 c.c., one C-licence owner, very good machine.**

**ALWAYS IN STOCK, DIESEL, PETROL  
VEHICLES FROM £100-£200.**

911-269

**HALE MOTORS (TOTTENHAM), LTD.,**

**THE HALE, N.17.**

Tottenham 7771 (four lines).

**VANS.**

**1955 November, AUSTIN forward-control 5-ton diesel boxvan, roller shutter rear end, side loading roller shutters near and off side, factory reconditioned engine just fitted, with full guarantee.**  
**1958 COMMERCIAL Cob boxvan, excellent order.**  
**1956 COMMERCIAL express delivery van.**  
**1958 BEDFORD 15-cwt. boxvan, also 1956.**  
**1959 BEDFORD Workabus, with upholstered seating, 20,000 miles, also 1958.**  
**1959 MORRIS Cowley 10-cwt. boxvan.**

**AUSTIN, Ford, Rootes Group**

**AVAILABLE for immediate delivery, Ford 15-cwt. van; A Trader, 5-ton 6D, 1,650-cu.-ft. Luton van; Commer 15-cwt. boxvan and Commer 30-cwt. super-capacity diesel boxvan.**

**TRUCKS.**

**1951 S-type BEDFORD long-wheelbase double-drop-side, petrol engine, good tyres.**  
**COMPREHENSIVE stock always held.**

911-255

**CHARLES WENSLEY AND SONS, LTD.,**

**INGS ROAD, WAKEFIELD.**

**MAIN VAUXHALL AND BEDFORD DEALERS.**

**1958 BEDFORD Utilabrake farmers' special, £400.**  
**1959 AUSTIN 152 15-cwt. van, side-door loading, £300, choice of two.**  
**1960 ATLAS Kenebrake, low mileage, £525.**  
**1955 Thames 30-cwt. van, 4D engine, £225.**  
**1959 BEDFORD 15-cwt. van, £340.**  
**1953 BEDFORD 5-ton long-wheelbase tippers, reconditioned engine just fitted, £195.**  
**CHOICE of three pantechinicians, two Bedford, one Austin.**  
**VAUXHALL and Bedford main dealers. Specialists in refrigeration and bodywork.**  
**FOR further inquiries contact Wakefield 2294 and 54 911-44**

**SELLERS AND BATTY (SALES), LTD.,**

**FENGATE, PETERBOROUGH.**

Phone, Peterborough 67948.

**MAIN DISTRIBUTORS E.R.F., COMMERCIAL AND B.T.C. TRAILERS.**

**1949 ALBION Chieftain, fitted Duramin cab and drop-side body, well tired, mechanically good.**  
**1950 E.R.F. 44 long-wheelbase tipper, fitted Edbro rear and high-sided coal body, very clean and sound, ready for work.**  
**1955 SENTINEL DV66M 6-wheeler, fitted Sentinel 6-cylinder diesel engine, air brakes and 23-ft. 6-in. alloy platform body, sound machine, one owner.**  
**1957 BEDFORD 7-ton model, 300 diesel, fitted platform body, very clean.**  
**1958 Trader 7-ton drop-side truck, fitted Bonallack alloy drop-side body with extension sides, one owner, good condition.**  
**1959 BEDFORD 6-wheeler, York conversion, 300 diesel, 2-speed axle, platform body, immaculate, one owner, small mileage.**  
**1955 DODGE 106 P6 platform, good condition.**  
**1946 E.R.F. tractor, 7.7 engine, fifth-wheel coupling, good tyres, sound, ex stock.**  
**1954 SENTINEL light 6-wheeler, fitted Gardner 5LW engine, Jennings coachbuilt cab, 22-ft. light alloy platform body, good tyres, very clean machine.**  
**NEW COMMERCIAL 12-ton tractor, air brakes, 2-speed axle, 9.00 x 20 12-ply tyres, B.T.C. fifth-wheel coupling, fitted with 12-ton 4-in-line trailer.**  
**W1192, 15-ton 4-in-line, 26-ft. platform semi-trailer, twin-line air brakes.** 911-153

**Used Goods Vehicles (contd.)**

**LUTON COMMERCIAL MOTORS, LTD.,**

**THE SQUARE, DUNSTABLE.**

**FORD**

**DISTRIBUTORS.**

**AI USED COMMERCIALS.**

**1961 Thames 1-cwt. van with passenger seat and heater, £350.**  
**1960 Thames 15-cwt. Luton type van, 450 cu. ft. capacity, £450.**  
**1959 Thames 1-cwt. drop-sided wooden truck, £370.**  
**1958 Thames 15-cwt. personnel carrier, £375.**  
**1957 Thames 4-ton double-drop-side wooden truck, length 14 ft. 6 in., £340.**

**OTHERS.**

**1955 BEDFORD 36-seater petrol coach with certificate of fitness 1964, £2,250.**  
**1955 Thames platform diesel-engined truck, £200.**  
**1949 BEDFORD Vista 29-seater coach with certificate of fitness 1963, £450.**  
**1948 ALBION 35-seater diesel-engined coach, certificate of fitness 1961, £200.**

**EVERY AI USED COMMERCIAL CARRIES A WRITTEN 90-DAY WARRANTY. COME AND SEE FOR YOURSELF. TEST-DRIVE YOUR CHOICE. HIRE-PURCHASE ARRANGED.**

**BUY WITH CONFIDENCE FROM**

**LUTON COMMERCIAL MOTORS, LTD.,**

**THE SQUARE, DUNSTABLE.**

Dunstable 64381, 911-7

**COUNTY GARAGE CO., LTD.,**

**LOWTHER STREET,**

**CARLISLE. Phone 24234.**

**OFFER IMMEDIATE DELIVERY OF NEW**

**A.E.C. Mercury tractor unit, 7.7 engine.**  
**A.E.C. Long-wheelbase Mercury chassis-cab, 10.00 x 20 tyres, air brakes, 5-speed gearbox, 7.7 engine.**  
**TRADER 6-cu.-yd. Edbro drop-side tipper, 9.00 x 20 tyres.**

**USED:-**

**1959 Trader County 6-wheel drop-side body.**  
**1958 1959 Trader 7-ton long-wheelbase chassis-cab.**  
**CHOICE of Bedford and B.M.C. 7-ton long-wheelbase.**  
**1957 1960, all in first-class condition, and guaranteed.**  
**24-HOUR truck repair service on the main A6.** 911-38

**PETERBOROUGH ENGINEERING CO., LTD.,**

**1959 ALBION Clydesdale CD21XLW, 24-ft. platform with straw rack, excellent condition, £1,800.**  
**1959 COMMERCIAL TS3 13-ft. 6-in. wheelbase, new platform body, clean, £800.**  
**1958 LEYLAND Comet ECOS2/4R chassis and cab, one owner, very good condition, £1,050.**  
**1957 COMMERCIAL TS3 long-wheelbase tipper, good order, £550.**  
**1956 DODGE diesel platform truck with 18-ft. cattle container, one owner, £525.**  
**1956 SEDDON P6 long-wheelbase drop-side truck, clean, one owner, £395.**  
**1955 Late, DODGE 106AF6 drop-side truck, clean, £365.**  
**1954 September, E.R.F. 44G long-wheelbase drop-side, new engine, very clean and in exceptional condition throughout, £975.**  
**1954 A.E.C. Mk. III Mammoth Major eight wheel trailer, recent new engine, £975.**  
**1949 ALBION Chieftain long-wheelbase platform truck, good order, £275.**

**36-42 EYE ROAD,**

**PETERBOROUGH.**

Phone 66161.

911 30

**COUNTY OAK SERVICE STATION, LTD.,**

**VAUXHALL-BEDFORD MAIN DEALERS.**

**LONDON ROAD, CRAWLEY, SUSSEX.**

Phone, Crawley 25475-6-7.

**1959 BEDFORD Workabus, many extras, one owner, £400.**  
**1959 AUSTIN A35 van, £315.**  
**1959 6-cwt. STANDARD van, £250.**  
**1959 November, long-wheelbase BEDFORD Workabus, one owner, £450.**  
**1958 BEDFORD van, £225.**  
**1958 October, FORD 7-cwt. van, one owner, £285.**  
**1958 BEDFORD 5-ton truck, petrol, excellent condition, £385.**  
**1957 BEDFORD Workabus, £265.**  
**1957 STANDARD Vanguard van, £185.**  
**1957 7-ton DODGE diesel tipper, very good condition, £575.**  
**1957 BEDFORD 5-ton truck, petrol, excellent condition, £345.**  
**1957 AUSTIN 152 15-cwt. vans, choice of five, £330 each.** 911-469



## Used Goods Vehicles (contd.)

**RUMSEY, L. LTD.,**  
FORD MAIN DEALERS,  
COMMERCIAL SALES DEPARTMENT,  
55-61 VICTORIA STREET,  
BRISTOL, 1.

Phone 294441 (10 lines).

## USED COMMERCIAL VEHICLES.

ALL REPAINTED AND LETTERED TO SUIT CLIENTS.

- 1959** Trader 30-cwt. diesel truck, 11,000 miles only, £695.  
**1949** 3-ton Thames insulated meat van, 4-cylinder petrol engine, £225.  
**1956** BEDFORD 10-12-cwt. van, engine recently overhauled, £205.  
**F**ORDSON 10-cwt. van, repainted green, ladder rack and heater, £100.  
**S**EVERAL others from which to choose.  
**T**ERMS, exchanges. Contract hire.

## NEW COMMERCIAL VEHICLES.

- 10-12- and 15-cwt. vans, pick-ups, painted and primer.**  
**T**HAMES caravan conversions, 4-berth, all accessories, immediate delivery, Kenex Carefree and Martin Walter Dormobiles.  
**T**RADER 75 6D 7½-ton long-wheelbase chassis-cab.  
**T**RADER 6D 7-ton 6-cu.-yd. Anthony tipper.  
**T**RADER 6D 7-ton long-wheelbase truck.  
**E**ARLY deliveries, all models.

911-182

## WHEELERS (MOTORS), L. LTD.

MORRIS-COMMERCIAL DISTRIBUTORS,  
YEovil, SOMERSET.  
Phone, Yeovil 2561-2-3.

- 1961.** March, COMMERC diesel forward-control 15-cwt. drop-side truck, as new, cost £795, taxed February, 1962, £675.  
**1959** MORRIS-COMMERCIAL 7-ton long-wheelbase drop-side truck, £740.  
**1960** MORRIS-COMMERCIAL 7-ton long-wheelbase chassis-cab, 9.90 x 20 tyres, power-assisted steering, flashers, etc., choice of two from £815.  
**1958** Thames Trader 6D tractor unit, Brockhouse coupling, £715.  
**S**EVERAL other used vehicles in stock from 5 cwt. to 7 tons.

## NEW VEHICLES IN STOCK.

- M**ORRIS-COMMERCIAL 5-ton prime mover, H.D. specification (air trailer if required).  
**M**ORRIS-COMMERCIAL 7-ton 160-in.-wheelbase drop-side truck.

911-235

## BARRETT'S OF CANTERBURY.

AUSTIN EAST KENT DISTRIBUTORS.

- A**USTIN 1-ton diesel van, LDO4, forward control, list.  
**A**USTIN 1-ton petrol van, LD4, forward control, list.  
**A**USTIN 2-ton forward-control chassis-cab, T200 petrol, 10-ft. 9-in. wheelbase, list.  
**A**USTIN 2-ton forward-control chassis-cab, T200 petrol, 9-ft. 6-in. wheelbase, list.  
**A**USTIN 7-ton diesel chassis-cab, 9.00 x 20 tyres, long-range fuel tank, 15-ft. 4-in. wheelbase, list.  
**E**ARLY delivery of all AUSTIN commercial vehicles.

## SECOND-HAND VEHICLES.

- 1960** BEDFORD 10-12-cwt. van, repainted, £330.  
**1960** 30-cwt. diesel LDO5 vans, painted blue, choice of three, from £675.  
**1958** COMMERC TS3 drop-side lorry, painted green, £600.  
**1950** COMMERC, petrol, £75.

## 28-30 SAINT PETER'S STREET,

CANTERBURY 6161 (10 lines).

911-220

## HENDY FOR FORD.

BRITAIN'S FIRST MAIN DEALER.

EARLY DELIVERY OF ALL THAMES MODELS.

NEW 5- AND 6-YD.

TRADER TIPPERS.

## USED TRUCKS.

- 1957** BEDFORD diesel 5-ton truck, £610.  
**1956.** December, BEDFORD artic. unit (R6) with 25-ft. trailer, Scammell, £820.  
**1955** FORD 4D 4-ton truck, £150.  
**1955** BEDFORD diesel 7-ton truck, £310.  
**1954** DODGE 5-ton diesel truck, aluminium platform body, £290.  
**1952** FODEN 5-ton truck alloy body, Gardner 4LK eng. no. £290.

## PERCY HENDY, L. TD.

VINCEN'S WALK, SOUTHAMPTON 28331.  
THAMES HOUSE, CHANDLERS FORD 2271.

911-274

## Used Goods Vehicles (contd.)

### DEES OF CROYDON.

CROYDON 6011.

A SELECTION OF OUR USED VEHICLES. MANY COVERED BY A1 WARRANTY AND ALL IN SOUND ROADWORTHY CONDITION.

- 1958** Trader 6D 7-ton long-wheelbase drop-side truck, green, extra equipment 8.25 x 20 tyres, £550.  
**1959** BEDFORD 300 diesel 7-ton long-wheelbase truck, low mileage engine, 8.25 x 20 12-ply tyres, £710.  
**1959** BEDFORD 300 diesel, 2-speed axle, 7-ton fixed-side tipper, very clean, low mileage, £100.  
**1956** COMMERC TS3 7-ton flat truck, clean £300.  
**1954** BEDFORD R6 7-ton truck, 8.25 x 20 tyres, £295.  
**1955** Thames reconditioned 4D 2-ton short-wheelbase truck, £190.  
**1958** Trader articulated unit, £550.  
**1959** Trader 5-ton 4D 152-in. wheelbase truck, £660.

### HUBERT DEES, L. TD.

15-19 BRIGTON ROAD,  
SOUTH CROYDON.

Croydon 6011.

911-264

### WRAY PARK GARAGES, L. TD.

MORRIS DISTRIBUTORS.

REIGATE 2263 (SURREY).

GOOD SELECTION OF NEW MORRIS-COMMERCIAL VEHICLES EX STOCK.

ALL AT LIST PRICE. IN PRIMER.

### SECOND-HAND VEHICLES

AS BELOW.—

- 1959** (December, 1958) MORRIS 7-ton extended chassis, 20-ft. triple drop-side alloy body, heater, £995.  
**1959** BEDFORD Utlabake, 14,000 miles, £450.  
**1958** BEDFORD 5-ton tipper, 30,000 miles, very good tyres, £575.  
**1955** MORRIS 30-cwt. van, £195.

911-271

### W. HAROLD PERRY, L. TD.

STATION BRIDGE,  
WEALDSTONE, MIDDLESEX.

- 1956** BEDFORD 7-ton 6-cu.-yd. tipper, £475.  
**1956** SEDDON P6 Mk. III articulated unit with 10-ton trailer, £995.  
**1949** SEDDON P6 6-ton platform, £175.

Trader 5-cu.-yd. platform tipper, £475.

**1957** Trader 5-ton platform, £495.

**1958** Thames 4D tipper, £345.

**1955** Thames Luton van, £465.

**1956** Thames 11-cwt. truck, £265.

**1956** Thames 4D tipper, £345.

**1954** TROJAN diesel 1-ton van, £265.

### HARROW 1031.

OPEN UNTIL

7 P.M. MONDAYS TO FRIDAYS.

AND TO

5.30 P.M. SATURDAYS.

911-112

### L. A. MITCHELL (MOTORS), L. TD.

DODGE DISTRIBUTORS.

PERKINS DIESEL SIGNHOLDERS.

- 1957** DODGE diesel 6-ton long-wheelbase chassis and cab, fitted with Duamini boxvan, £5-5.  
**1958** DODGE diesel 6-ton double-drop-side truck, £495.  
**1958.** September, Thames Trader tipper, 6-cu.-yd. steel body and Anthony gear, £575.  
**1956.** December, MORRIS 30-cwt. petrol truck, exceptional condition, £240.

**1** BALHAM HIGH RD., S.W.12. Phone, Balham 2214.

911-299

### DINNAGES GARAGES, L. TD.

MAIN FORD DEALERS.

MID-SSEX.

OFFER THE FOLLOWING:—

- A**USTIN B.M.C. fully forward control, alloy platform owner, 1955-56 model, in excellent order, one year, £395.  
**B**EDFORDS, diesel, long wheelbase, 1955, very clean and in excellent condition, £335.  
**1956** 7-cu.-yd. BEDFORD diesel tipper.  
**1959** 15-cwt. Thames trucks and vans, from £300.

**D**INNAGES, Wivelsfield Rd., Haywards Heath, Sussex. Phone, Haywards Heath 1466-7-8 or Hassocks 3688 after 7 p.m.

911-168

## Used Goods Vehicles (contd.)

### OVER HALL GARAGES, L. TD.

VAUXHALL AND BEDFORD DEALERS.

- 1960** COMMERC 15-cwt. diesel van, one owner, low mileage.  
**1958** BEDFORD 25-cwt. van, one owner, good order.  
**1954** AUSTIN 5-ton drop-side truck, reconditioned engine, good tyres.  
**1953** A.E.C. 8-wheeler tipper, 24 cu. yd., reconditioned 9.9 engine, well tyred.  
**1953** BEDFORD 10-ton tractor unit, petrol, S.A.E. coupling.  
**1952** 1955 BEDFORD 7-ton short-wheelbase tippers, diesel, 12-cu.-yd. alloy body, well tyred, one owner.  
**S**LECTION 1958-59 Ford and Austin 15-cwt. vans.  
**N**EW 15-cwt. BEDFORD van.

### OVER HALL GARAGES, L. TD.

STAINES ROAD, BEDFORD, MIDDX.

Ashford 5741.

911-84

### T. C. HARRISON, L. TD.

MAIN FORD DEALERS,  
LONDON ROAD,  
SHEFFIELD.

Phone 29091.

- 1958** 7-ton Thames Trader fixed-side, steel-bodied tipper, ex stock, £750.  
**1955** 3-ton AUSTIN boxvan, in good condition, petrol engine, £250.  
**1954** DODGE 7-ton, platform body, with Perkins diesel engine, £200.

## NEW.

- T**HAMES Trader 7-ton 108-in. drop-side and fixed-side tippers, ex stock.  
**T**HAMES Traders, 138-in. and 160-in. chassis-cabs, ex stock.  
**5-** 7-, 10-, 12- and 15-cwt. van, early delivery.  
**E**DBRO 4LNK tipping gears, ex stock.

ASSOCIATED WITH

### WEST RIDING MOTOR CO.

SHEFFIELD ROAD,  
ROTHERHAM.

Phone 77296.

911-305

### MORTONS GARAGE, L. TD.

BINLEY ROAD, COVENTRY.  
Phone 53354.

- 1960** FORD articulated unit, diesel.  
**1953** COMMERC long-wheelbase chassis-cab, petrol, 13-ft. 6-in. wheelbase.  
**1958** COMMERC boys axle 6-wheeled tipper, high sides, diesel.  
**1955** FORD Luton van, diesel, 4-cylinder.  
**1959** As above, choice of two.

911-289

### HIGHFIELDS GARAGE.

BAKER ROAD,  
NEWTORPE, NOTTINGHAM.

Phone, Kimberley 3161.

- S**-TYPE BEDFORD-SCAMMELL articulator, 1962, S rebuilt with new cab and P6 engine, etc., 1960, with 20-ft. flat trailers.  
**W**ILL separate any of the above.  
**S**-TYPE BEDFORD, 1952, rebuilt with new cab and P6 engine, 1960, 17-ft. flat body.  
**D**ODGE 7-ton 1955 drop-side 19-ft. truck, new R6 engine.  
**T**RADER medium wheelbase tipper, 1950, steel body.  
**A**USTIN 6 x 4, all spares available.

**F**ULL details on application.

911-278

### USED UNITS.

- 1956** B.M.C. furniture van, 1,400 cu. ft.  
**1954** B.M.C. furniture van, 1,450 cu. ft.  
**1956** GUY Otter tippers, P6 engines.  
**1952** ALBION HD57L 8-wheeler, 24-ft. platform, air brakes.  
**1958** DODGE 146 R6 19-ft. platform body.  
**1947** FODEN 1,000-gal. tanker, 6LW engine.  
**1955** THORNycroft Trident long-wheelbase tipper, diesel engine.  
**1953** SEDDON long-wheelbase tipper, P6 engine.

**S**END for detailed price list of all our vehicles.

### USED UNITS.

WHITTLEFIELD,  
BURNLEY, LANCs.

Phone 2262.

911-342

A41

### Used Goods Vehicles (contd.)

**PARKER AND SON (AUTOMOBILES), L. TD.,**  
A.E.C. AND DODGE DISTRIBUTORS.  
HEAD OFFICE:—  
ST. MARY'S, BEDFORD.  
Phone, Bedford 68694.  
OFFER A SELECTION OF THEIR  
**USED STOCK.**

**1960** DODGE (Leyland engine) 8-cu.-yd. tippers, 10,000 miles (choice of two).  
**1953** DODGE diesel 7-ton long-wheelbase (2-speed) cattle floats (choice of six), £600 each.  
**1959** STANDARD Atlas 12-cwt. pick-up truck, grey, £350.  
**1950** DENNIS Jubilant 6 x 4 10-cu.-yd. tippers (choice of two).  
**LAND ROVERS**, short wheelbase and long wheelbase, from £100 (choice of four).  
Comprehensive selection of used vans and pick-ups in stock.  
YOUR inquiries are invited for A.E.C., Dodge, Ford, Land Rovers and Standard commercial vehicles, for all of which early delivery can be executed.  
**OFFICIAL** Telemat automatic chassis lubricating fitting station.

BRANCHES AT  
**CLAPHAM, ST. IVES AND FENSTANTON.**  
911-856

### H. TAYLOR AND CO. OFFER:—

**1960** COMMER 15-cwt. diesel van, blue, £525.  
**1959** COMMER 30-cwt. Superpoise van, green, normal control, £350.  
**1959** Thames 15-cwt. van, cream, one owner, £295.  
**1958** BEDFORD 10-12-cwt. drop-side truck, blue, £250.  
**1955** Thames 2-ton 4D van, can be used as mobile workshop, £150.

**ELMBRIDGE 0081.** 911-313

**1955** ALBION Clydesdale 21-ft. drop-side.  
**1957** ALBION Reiver, choice of four.  
**1952** A.E.C. 4-wheel drop-side.  
**1956** BEDFORD 5-ton long-wheelbase tipper.  
**1959** LEYLAND Comet tipper.  
**1950** FODEN 4-wheel drop-side.

**NEW** Leyland-Albion chassis in stock.

**HIRE-PURCHASE**, part-exchanges.

**COMMERCIAL MOTORS (CLAY CROSS), L. TD.,**  
CLAY CROSS, DERBY.  
Phone, Clay Cross 3302—night extension.  
911-315

**DICKINSON AND ADAMS, LUTON, LTD.,** Leagrave Rd., Luton, Beds. offer:—

**1961** 3-ton MORRIS 5G diesel drop-side truck, ex demonstrator, heater, completely repainted green and silver, 6,000 miles, £725.  
**1958** MORRIS JB van, green, unwritten, good order, £220.  
**1952** FORDSON 5-ton drop-side truck, hayrack over cab, P6 diesel, good tyres, £155.  
**1956** MORRIS 5-ton petrol drop-side truck, recent new engine, good tyres, £230.  
**1956** FORDSON 4D diesel 5-ton platform truck, boiler, heater, good tyres, £255.  
**1947** KARRIER 3-4-ton long-wheelbase drop-side truck, good condition, £75.  
**1947** BEDFORD 3-ton long-wheelbase drop-side truck, £37 10s.  
**1958** BEDFORD 10-12-cwt. CA van, taxed, £245.  
**1945** COMMER 2-ton drop-side truck, £25.

**DICKINSON AND ADAMS, Luton 51221.** 911-205

**1959** COMMER express delivery van, very good condition, £275.  
**1959** MORRIS 2-ton platform lorry, twin rears, 9,000 miles only, absolutely as new, £375. J. G. Ryan (Motors), Ltd., Hertford Rd., Barking, Essex, Rinkway 2361-2. 911-242

### S. SPURLING MOTORS (CHISWICK), L. TD.

(CHISWICK FLYOVER).

FOR Quality Tested used vehicles.

**1959** BEDFORD standard Utilitrake, 20,000 miles, one owner, in exceptional condition, £410.  
**1958** COMMER Karrier 3-ton diesel boxvan, 350 cu. ft., separate cab, very clean vehicle.  
**1958** BEDFORD CA van, one owner, first-class condition, choice of several.  
**1958** BEDFORD 15-cwt. Hawson van, 7,000 miles from new.  
**1958** 7-ton Thames Trader diesel platform truck, clean condition, £550.

**BEDFORD HOUSE.**  
CHISWICK HIGH ROAD,  
CHISWICK, W.A.  
Chiswick 6741. 911-332

### Used Goods Vehicles (contd.)

**NORTH RIDING GARAGES, L. TD.,**  
EASTGATE,  
PICKERING.  
Phone 381-2.  
AGENTS FOR:—  
**FODEN, FORD, DODGE.**  
OFFER FOR  
**IMMEDIATE DELIVERY**  
EX STOCK:—

**NEW FODEN** 6-wheel mixer chassis-cabs, Foden FD6 J Mk. III engines, 5-speed gearbox, 10.00 x 20 tyres, front-type drive, suitable Winget mixers.  
**NEW DODGE** 6-wheel chassis-cabs, Comet 375 engines, York third axles, 9.00 x 20 tyres, air brakes, choice two wheelbases.  
**NEW FORD** Trader 75 7-ton tipper, 6D engine, 9.00 x 20 tyres, flashers, Autolift twin-ram front-end gear.  
**NEW FORD** Trader 75 7-ton chassis-cabs, diesel engines, 135-in. wheelbase, 9.00 x 20 tyres, flashers, several in stock.  
**NEW FORD** Trader 75 7-ton chassis-cabs, 6D engines, 108-in. wheelbase, flashers, 9.00 x 20 Trak Grip tyres.  
ALL ABOVE AT LIST PRICES.

ALSO THE FOLLOWING SELECTION OF FIRST-CLASS USED VEHICLES:—

**1959** BEDFORD diesel 7-ton platform wagon, in very good condition, £800.  
**1959** BEDFORD diesel 7-ton tippers, metal bodies, choice two, £750.  
**1958** B.M.C. diesel 7-ton platform wagons, in exceptional condition throughout, fitted sack hoists, choice two, £750.  
**1957** B.M.C. diesel 7-ton platform wagon, in good order, £400.  
**1953** AUSTIN Loadstar, petrol engine, 5-ton platform wagon, £125.

**INSURANCE, HIRE PURCHASE FACILITIES**  
IN CONFIDENCE. 913-6079

### JACKSONS FOR MODERN SELECTED VEHICLES.

**1959** BEDFORD 5-ton short-wheelbase diesel tipper, small mileage, excellent condition.  
**1959** BEDFORD 5-ton long-wheelbase twin-ram tipper, exceptional condition.  
**1956** B.M.C. diesel short-wheelbase tipper, in very good order.  
**1955** AUSTIN 1-ton van, repainted, in very good condition.

**O. T. JACKSON MOTORS, L. TD.,**  
855 NEW WOLVERHAMPTON ROAD, LANGLEY,  
NEAR WOLVERHAMPTON.  
Phone, Broadwell 2871-2-3. 911-279

**HENSMANS, LTD.,** Brentwood 5252, offer:—

**1958** AUSTIN A55 truck, reconditioned engine, re-sprayed green, £310.  
**1957** BEDFORD Utilitrake 12-seater, blue, good condition, £320.  
**1956** Thames 4-ton 4D boxvan, one owner, £270.  
**1956** MORRIS-COMMER 3-ton diesel, £280.  
**1953** DODGE 5-ton platform, P6 engine, £230.

**IMMEDIATE delivery.**

**NEW** Merriwold 12-ton 25-ft. straight-frame platform trailer, Scammell coupling, 9.00 x 20 tyres. 911-28

**SPURLING MOTORS CITY offer:—**

**1960** BEDFORD 4-berth caravan.  
**1959** BEDFORD CA Workabus.  
**1959** BEDFORD Utilitrake special.  
**1959** Thames 4D 2-ton van.  
**1955** BEDFORD (petrol) 1,500-cu.-ft. furniture van.  
**SPURLING MOTORS CITY, 176-179 Shoreditch High St., London, E.1. Shoreditch 8433.** 911-178

**1958** Thames Trader 5-ton drop-side lorry, £495.

**1954** 8-wheeler FODEN with reconditioned 6LW Gardner engine, perfect running order, £450.

**A CORN MOTORS, LTD.,** 24 Cross Rd., Hanworth, Middles. Phone, Feltham 5888. 911-273

**1961** MORRIS MINOR 1000 van, grey, 700 miles only, £345.

**1957** COMMER Express delivery van, blue, excellent condition, £275.

**PHOENIX MOTORS, LTD.,** Oxford Rd., Gerrards Cross. Phone, Denham 2716, Gerrards Cross 2545. 911-185

### CHASIDE MOTOR CO., L. TD.

GREAT CAMBRIDGE ROAD,  
ENFIELD, MIDDLESEX.  
FORD MAIN DEALERS.  
Phone, Enfield 3456.

**1954** 7-ton long-wheelbase DODGE diesel truck, 5-speed gearbox, engine completely overhauled, in excellent condition, bargain £300.

**1958** 2-ton diesel FORD Thames van, in good condition, one owner, C licence, £425.

**1958** MORRIS 15-cwt. J type van, a very smart vehicle, finished in dark green, £285. 911-351

### Used Goods Vehicles (contd.)

**L. F. D. DOVE (C.V.), L. TD.,**  
AUSTIN COMMERCIAL DISTRIBUTORS.

DOVE's pay as you earn scheme for used vehicles 3 tons and over, 10, 15 or 20 equal monthly payments.

**1960** COMMER 8-cwt. van, green, 5,000 miles, £195 (Q).

**1955** Thames 10-cwt. Luton van, £45.

**1956** BEDFORD CAL Luton van, £75.

**1956** 10-12-cwt. CA van, £185.

**1958** AUSTIN 15-cwt. van, green, £345 (Q).

**1957** MORRIS 15-cwt. van, blue, £285 (Q).

**1949** BEDFORD 30-cwt. van, £65.

**1955** AUSTIN 11-ton van, grey, £145.

**1951** COMMER 3-ton boxvan, petrol, green, £195.

**1955** AUSTIN 3-ton petrol drop-side truck, grey, £195.

**1959** AUSTIN 7-ton, 2-speed axle, 17-ton GTW diesel tractor, blue, £350 (Q).

**BEDFORD** 10-ton Carrimore artic, new engine November, 1960, platform trailer, with forward bulkhead and tailboard new 1957, £275.

\* Vehicles marked (Q) carry three months' guarantee.

DOVE's pay as you earn scheme for used vehicles 3 tons and over, 10, 15 or 20 equal monthly payments.

**L. F. DOVE (C.V.), LTD.,** 98 Lower Addiscombe Rd., Croydon, Addiscombe 3131. 911-480

### BENTLEY BROS. (SHEFFIELD), L. TD.

71 THE WICKER, SHEFFIELD, 3.  
Phone 29281.

VAUXHALL AND BEDFORD MAIN DEALERS.

**1957** BEDFORD 7-ton drop-side 5-type truck, 300-cu.-in. diesel engine, immaculate in every detail, £540.

**1957** 6-ton normal-control BEDFORD long-wheelbase twin-ram tipper, 300-cu.-in. diesel engine, Homalloy body, Eaton 2-speed axle, 8.25 x 20 tyres, one fastidious owner, £495.

**1956** Thames FORDSON tipper, 4D diesel engine, one local owner, very well maintained, ready for immediate use, £295.

**1955** DODGE 7-ton long-wheelbase twin-ram tipper, wooden drop-side body with extension side, R6 diesel engine nine months old, Eaton 2-speed axle, 9.00 x 20 tyres, good value, £450.

**C** BEDFORD 5-ton long-wheelbase petrol platform truck, choice of two, £110 each. 911-48

**1957** E.R.F. 449, 20-ft. platform, good condition.

**1958** SEDDON 15-10, Gardner 4LW engine, 20-ft. flat.

**DODGE** 6-wheeler, Boys extension, 1959, high-sided coal tipping body, R6 engine, good condition.

**1957** BEDFORD 7-ton, 300 diesel engine, long wheelbase, good condition.

**1959** DODGE 7-ton 20-ft. drop-side.

**M**ANY other vehicles. Hire-purchase terms arranged.

**WHEATLEY AND FARROWS GARAGES, LTD.,** Stamford, Lincs. Phone, Stamford 2104-5. 911-288

**COMMER, 1959** (September), long-wheelbase drop-side truck, 18-ft. body, air brakes, 9.00 x 20 tyres, mileage 40,000, must be cheap at £750.

**COMMER** 6-wheeled bulk tippers, 5-speed, air brakes, choice of two, must be seen, one as new, one 1960, the other 1959.

**FORD** 7-ton short-wheelbase tippers, one 1960 and two 1959, mileages 16,000 and 25,000, steel bodies and Edbro gears.

**DODGE** 6-wheeled tipper, Boys axle, 1956 machine, double ram, Edbro gear, 2-speed axle, cheap and ready for work at £650.

**GRANTHAM COMMERCIALS, 97 Barrowby Rd.,** Grantham. Phone, Grantham 133. 911-132

### GRAHAM BROTHERS (MOTORS), L. TD.

COMMERCIAL SALES DEPT.

OFFER THE FOLLOWING USED COMMERCIAL VEHICLES:—

**1951** BEDFORD 5-ton long-wheelbase drop-sided truck, P6 diesel engine, £150.

**1955** COMMER 30-cwt. van, petrol, in good order, £495.

**1947** BEDFORD 30-cwt. power tipper, petrol, £95.

**1954** BEDFORD 7-ton long-wheelbase platform truck, diesel, repainted blue, £325.

**1960** FORD 4D normal-control tipper, drop-side body, Edbro gear, £725.

**1956** B.M.C. 15-cwt. van, petrol, £175.

**1959** BEDFORD 7-ton short-wheelbase tipper, steel drop-sided body, 300 diesel engine, £875.

**1955** BEDFORD Dormobile, in good running order, £175.

### SPECIAL SHOW MODEL.

**BRAND-NEW** and unregistered BEDFORD 3-ton forward-control drop-side truck, 200 diesel engine, radiator and heater, painted grey, full manufacturer's warranty, £1,075.

**COMPREHENSIVE** selection of forward control and normal control.

**NEW BEDFORDS.**

CONFIDENTIAL H.P. FACILITIES.

PART-EXCHANGES WELCOMED.

COMMERCIAL SALES DEPT.

**799-835 CHESTER ROAD.**

STRETTFORD.

Phone, Tra 3311. 911-521

## Used Goods Vehicles (contd.)

### BIRMINGHAM COMMERCIAL OFFER—

NEW MORRIS tractor and 25-ft. trailer.

1960 DODGE 7-ton long wheelbase.

1957 FORD Trader Luton, 1,100 c.c.

1956 ATKINSON 8-wheeler tipper.

1960 COMMER TS3, long wheelbase.

1958 BEDFORD 3-ton long wheelbase.

### BIRMINGHAM COMMERCIAL MOTORS, LTD.

560 COVENTRY ROAD,  
BIRMINGHAM, 10.  
Phone, Victoria 0437. 911-544

### WILDE AND BENNETT, LTD.

COMMERCIAL RETAIL DEALERS  
SALES. SERVICE. SPARES.

EARLY delivery on all COMMERS from 7 cwt. to 12 tons with petrol or diesel engines.  
COB and Express vans choice of colours.

15-CWT. vans, choice of colours.  
5- And 7-ton short-wheelbase and medium-wheelbase tipper.

7-TON long-wheelbase lorries, air brakes, etc.

1961 COMMER TS3 12-ton tractor and York 24-ft. semi-trailer, fifth-wheel coupling, fitted many extras, genuine mileage, 5,000 only, as brand new, cost £2,750, our price for quick sale £1,950.

1960 Thames Trader, 7-ton short-wheelbase tipper, 9.00 x 20 tyres, all extras, genuine mileage, 600-700 only, cost over £1,500 each, our price for quick sale £1,095 each; choice of three.

1960 Late, Thames Trader, 6D fitted pantechon body, 1,500 cu. ft., small mileage, only £1,250.

1955 A.E.C. Mercury 8-10-ton long-wheelbase lorry, excellent condition, with special A licence South Wales area.

NEW COMMER TS3 7-ton long-wheelbase lorry, with special A licence, South Wales area.

1947 BEDFORD Duple Vista 20-seater luxury coach, immaculate condition, certificate of fitness 1965, £250.

### TERMS AND EXCHANGES.

HADDFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2355. 911-521

### L. A. RICH

OFFERS

### EX-MINISTRY VEHICLES.

FORDSON E16 petrol, 6-wheeler chassis and cab, £200

BEDFORD QL 4 x 4 (Grade D), £175.

BEDFORD QY 500-gallon water tank, £145.

AUSTIN K5 6-wheeler chassis and cab, £105.

AUSTIN K3 Civil Defence rescue vans, £90.

### 514 COLDHAMS LANE,

CHERRY HINTON.

Phone, CAMBRIDGE 87597. 911-514

1960 BEDFORD York third axle 22-ft. drop-side body, as new.

1960 DODGE 7-ton tipper, Comet engine, 2-speed (two).

1960 DODGE, Boys third axle, drop-side lorry.

1960 A.E.C. 6-wheeler bulk coal tipper, as new.

1958 E.R.F. LW 4459.

1955 E.R.F. 5LW twin steer.

ALSO large selection of used vehicles for all purposes.

DUROSE GARAGE, Brymbo Rd., Cross Heath, New castle, Staffs. Newcastle 51331. 911-54

### ERODROME AUTOS.

1957 3-ton BEDFORD diesel truck, one owner, £425.

1957 FORD 4D boxvan, one owner, £325.

1958 FORD 4D 30-cwt. Luton van, £445.

1955 25 cwt. BEDFORD van, one owner, £125.

258 WATFORD WAY, Hendon, N.W.4. Sun 0071. 911-526

### COACHES AND COMPONENTS, LTD.

92-94 STAMFORD HILL, N.16.

Stamford Hill 8444.

1958 FORD Trader 5-cu.-yd. tipper, very good condition, all new tyres.

1957 FORD Trader 5-cu.-yd. tipper, very good condition, all new tyres.

1957 BEDFORD 6-ton diesel drop-side truck, good condition.

1956 FORD 4D 1,400 cu. Luton, in very good condition.

1956 BEDFORD petrol boxvan.

WE also have a good range of used BEDFORD 14-cwt. vans and conversions. 911-550

## Used Goods Vehicles (contd.)

### BEECH'S GARAGE (HANLEY), LTD.

DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

NEW B.M.C. 7-ton 150-in.-wheelbase chassis and cab, in stock, immediate delivery.

1959, August, FORD Thames 6D boxvan, 20 ft. by 7 ft. by 7 ft., inside measurements, with flat

1958 FORD Thames 7-ton twin-ram end hydraulic tipper 16-ft. body with 14-in. 3-in. drop sides.

9.00 x 20 tyres, in very good condition.

A.E.C. 6-wheeler, ex-M.O.S., 3,000-gal. refueller, double drive, winch, 13.50 x 20 tyres, excellent condition.

1955, June, FODEN FE8 9-ton end tipper, 15-ft. 6-in. by 7-ft. by 7-ft. 6-in. drop-side body, in very good condition.

1959 FODEN 8-wheeler, Gardner 6LW engine, 24-ft. drop-side body, single-drive axle, 9.00 x 24 tyres, in excellent condition.

A.E.C. Matador 4 x 4, ex-M.O.S., in excellent condition.

1955 E.R.F. Model 44(G), Gardner 4LW engine, 2-speed axle, 20-ft. drop-side body, 9.00 x 20 tyres, new cab, in very good condition.

1958 A.E.C. 8-wheeler, 11.3-litre engine, 6-speed gearbox, double-drive axles, 25-ft. platform body, 30 x 8 tyres, in excellent condition.

1955 BEDFORD 23-ft. 10-ton Scammell trailer, in very good condition.

1960 FORD 7-ton steel-bodied tipper, 13-ft. by 7-ft. 6-in. by 2-ft. 6-in. drop-side, 9.00 x 20 tyres, in very good condition.

1959 FORD 6D tractor with York 12-ton 18-ft. tipping trailer, Pilot gear, S.A.E. coupling, in very good condition.

1958 Dyon 4-wheel independent 16-ft. platform trailer, air pressure brakes, 40 x 8 tyres, in excellent condition.

NEW SCAMMELL 25-ft. 12-ton trailer, fitted 3-piece drop-side body, immediate delivery.

### BEECH'S GARAGE (HANLEY), LTD.

LEEK ROAD, HANLEY, STOKE-ON-TRENT.

S-on-T, 23038 and 23039. 911-397

1957 COMMER TS3 7-tonner, fitted Boys 6-wheel extension drop-side body, choice of two.

1959 (Late) COMMER TS3 and tipper, 5-speed gear-box, air brakes, 9.00 x 20 tyres.

1956 (Late) TS3 COMMER 7-ton twin-ram and tipper, 9.00 x 20 tyres.

1959 B.M.C. 4-tonner, 14-ft. flat platform body.

1959 FORD Thames Trader Luton van, approx. 1,100 cu. ft.

1957 B.M.C. boxvan, approx. 1,100 cu. ft.

1957, December, B.M.C. 7-tonner, fitted Boys 6-wheeler extension, Eaton 2-speed axle.

### WARWICK MOTOR ENGINEERING CO., LTD.

STOKE GARAGE,

COPELAND STREET,

STOKE-ON-TRENT.

Phone 47507-8. 911-393

### ATKINSON VEHICLES (SCOTLAND), LTD.

CARLISLE ROAD,

AIRDRIE 2881-2-3.

NEW ATKINSON tractor, 9.6 A.E.C., 6-speed box, double helical axle, fitted, dead man's hand, 6LW engine.

1956 FODEN 8-wheeler, double drive, 12-speed box, 6LW engine.

1956 ATKINSON 8-wheeler double-drive tipper, 6LW engine.

1954 ATKINSON 4-wheeler, fitted P6.

### DISTRIBUTORS FOR

### NORTHERN TRAILER CO., LTD.

NEW tandem 27-ft. trailer, 10.00 x 20 tyres.

NEW 14-ton 25-ft. trailer, 10.00 x 20 tyres. 911-530

1954, September, A.E.C. Mammoth Major 6-wheeler, fitted 22-yd. 3-piece drop-side body, air brakes, 9.6 engine.

1954, December, BEDFORD A-type boxvan, good mechanical condition, £175.

1959 FORD Trader, petrol, 4,000 miles only, fitted with new horse-box body for four, groom's compartment.

AUSTIN J4 van from stock, list price.

AUSTIN 3.5- and 7-ton chassis-cabs, with heavy-duty equipment, from stock, at list price.

CHAMBERS ENGINEERING, Western Turville, Aylesbury. Stoke Mandeville 2282. 911-453

### MARSTON MOTOR CO., LTD.

SEVEN SISTERS ROAD,

TOTTENHAM, LONDON, N.15.

Phone, Stamford Hill 8000.

MAIN retail dealers for AUSTIN commercial vehicles and sole distributors for Thornycroft commercial vehicles for London, Home Counties north of the Thames.

1951 GUY Otter, 4LK Gardner engine, 1,500-cu.-ft. all-alloy Luton van on brand-new 8.25 x 20 remoulded tyres.

1956 AUSTIN 3-ton forward-control diesel, 1,500-cu.-ft. Luton van, body just rebuilt, in primer.

1956 FORD Thames 4D 4-ton 1,100-cu.-ft. Luton van.

1956 BEDFORD 7-ton forward-control 10-cu.-yd. fixed-side alloy tipper, fitted reconditioned R6 diesel engine.

1956 BEDFORD 7-ton platform lorry, R6 diesel engine. 911-435

## Used Goods Vehicles (contd.)

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200-220 CRICKLEWOOD ROADWAY,

N.W.2.

Gladstone 2234-5-6-7.

NEW Thames 5- 7- and 15-cwt. vans and trucks, also

NEW Thames Trader 3.5-ton trucks.

NEW Thames Trader, Lutons.

NEW MORRIS MINOR vans.

NEW MORRIS vans, 10-30-cwt. J2, J4 and LD.

ALL the above vehicles available from stock.

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1947 JENSEN long-wheelbase diesel truck, rebuilt, £275.

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5-30 Cwt., various commercial vehicles, prices from £50, including selection of Lutons, E. H. Spring and Co., Ltd., Friern Barnet Garage, Colney Hatch Lane N.11. Est 8575. 911-200

### VIGO MOTORS.

1956 BEDFORD 5-ton tipper, petrol.

1953 BEDFORD 5-ton tipper, petrol.

1959 BEDFORD 15-cwt. Luton.

1959 BEDFORD Utilabrace, farmers' model.

1959 BEDFORD Utilabrace

1957 BEDFORD Workabus.

1957 MORRIS Minor van.

1956 FORD 12-cwt. van.

VIGO MOTORS, Walmer Rd., W.10. Ladbroke 1051, 911-86

ANDERSON AND BLAKE, Southfield Garage, Epsom, Phone 271.

1955 B.M.C. 3.4-litre diesel 15-ft. platforms, choice of two from £135.

1948 E.R.F. 8-wheeler 24-ft. platform, Gardner 6LW, £350.

1957 FORD 4D, Scammell hitch, choice of two, from £175.

1957 BEDFORD A-type 300 diesel, 16-ft. low-loading trailer, £425.

1951 BEDFORD 2-ton van, choice of two, from £75.

1955 B.M.C. 3.4-litre diesel, 16-ft. boxvan, choice of two, from £159.

BEDFORD ex-Ministry of Supply boxvan, 12-ft. 6in., unregistered, £125.

1940 E.R.F. 5LW engine, choice of two, from £125.

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1948 LEYLAND Beaver, 600 engine, £400.

1947 LEYLAND Beaver, interim model, fully reconditioned engine with new crankshaft just fitted, £420.

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1955 B.M.C. long-wheelbase platform, good condition throughout, £430.

RELUENT GARAGE, High St., Potters Bar. Phone 2139, 9810. 911-508

DODGE distributors and Austin commercial dealers.

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1958 DODGE 6-ton tipper, good condition, £475.

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A. CONNOR, LTD., 328 Brixton Rd., S.W.9. Brixton 7982. Pollard 2421. 911-187

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AFTER HOURS 2356 911-518

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**A.E.C.** Mammoth Major Mk. V chassis and cabs.

**A.E.C.** Mandator tractor chassis complete with a cab, or two trailers.

**A.E.C.** Mercury Mk. II chassis, complete with alloy flat platform body, ready for the road.

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**A.E.C.** Mercury Mk. II, 17 ft. 3 in. wheelbase.

**A.E.C.** Mammoth Major 8-wheeler.

**TWO ALBION** Chieftain.

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**A.E.C.** Mammoth Major 8-wheel bulk coal tippers, double drive.

**A.E.C.** 8-wheel Mammoth Major, 17-ft. 4-in. wheelbase, double-drive chassis-cab, fitted Michelin 9.00 x 20 tyres, overdrive, gearbox.

**A.E.C.** Morris Major 8-wheel, 24-ft. platforms.

**A.E.C.** Marshall 6-wheel double-drive tippers or flats.

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**A.E.C.** 6-wheeler, double-drive chassis, 17-ft. 4-in. wheelbase, 11.3 engine, 6-speed gearbox, on 9.00 x 20 12-ply tyres, standard driver's cab.

**A.E.C.** 6-wheeler, double-drive chassis, 17-ft. 4-in. wheelbase, 11.3 engine, 6-speed gearbox, standard driver's cab.

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**20-ft. body, Perkins 354-cu.-in. diesel engine, 18802**

**Eaton 2-speed axle, 900 x 20 14-ply tyres, power steering,**

**heaters, flashers, and other extras, £1,965 10s.**

**DODGE 8-ton short-wheelbase chassis and cab, fitted**

**with Leyland engine, Edbro gears and 7-yd. wooden**

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**DODGE 8-ton tipper, 7-cu.-yd. drop-side steel body,**

**354 Perkins engine, 18802, 2-speed axle and other**

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**ALL** in good condition and garage maintained.

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**1952** BEDFORD Plaxton, 35-seater, petrol, 8-ft. wide, red interior, green exterior, heater, certificate of fitness, 1.6.2, £995.

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WE offer you a choice of top-quality vehicles at the lowest prices in the country and you are at liberty to inspect and test any coach either at our Kingston Depot or by arrangement at your premises.

ALL vehicles must be sold and we guarantee your satisfaction on any of the following—

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**1960** BEDFORD Uthlibus, £595.

**FOLKESTONE MOTOR CO., LTD.** Phone 2244. 911-331

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**1956** BEDFORD Duple Super Vega 41-seater, petrol, recertified.

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**1952** BEDFORD 37-seater Gurney Nutting, reconditioned engine, certificate of fitness 1963.

**1952** BEDFORD 33-seater Duple Vega, 7-ft. 6-in. body recertified.

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**1956** BEDFORD 41-seater Duple Super Vega, certificate of fitness to 1966, £1,850.

**1957** BEDFORD 41-seater Duple Super Vega, certificate of fitness to 1967, £1,500.

**1958** BEDFORD 41-seater Duple Super Vega, certificate of fitness to 1965, choice of three, £2,300.

**1959** BEDFORD 41-seater Harrington, certificate of fitness to 1966, £2,400.

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**WANTED.** 1953-4 BEDFORD Duple 35-seater 7-ft. 6-in. coach, Wiffen, Finchfield, Braintree, Essex, Gt. Bardfield 243. 911-116

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COMMER Avenger coach, 1950, Albion engine, certificate of fitness two years.

**CENTRAL GARAGE,** Barasley Rd., South Elmstall, near Pontefract. Phone, South Elmstall 276-7-8. 911-57

**1958** COMMERCIAL PS3, 41-seater Duple body, choice of two. Please contact Greater West Motor Coaches, Ltd., 140 Newport Rd., Stafford. Phone, Stafford 196. 911-421

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**OFFERS** required for almost new THAMES Duple 41-seater, Michelin tyres, Eaton 2-speed axle, Box CM0710, care of "The Commercial Motor." 911-237

**1960** Thames 41-seater Burlington luxury coach, diesel engine, certificate of fitness 1967, low mileage vehicle in excellent condition throughout, red interior upholstery, and finished ivory to exterior, a specimen vehicle to clear at £3,050 only.

**L AMBERTS OF KINGSTON, LTD.**, 140a London Rd., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines) or Molesey 6949 after hours. 911-327

**1960** FORD Duple Yeoman 41-seater, K-type mould, Formica casing heaters, exterior two shades of blue, choice of three. Trimdon Motor Services, Ltd., Trimdon Grange, County Durham. Phone, Trimdon 236. 912-6085

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**1958** BEDFORD petrol 41-seater, Burlington body.

**1957** BEDFORD Duple 41-seater, quarter lights.

**1956** COMMERCIAL TS3 37-seater Duple, certificate of fitness 1956.

**1956** BEDFORD petrol 41-seater Duple, new certificate of fitness.

**1955** BEDFORD Plaxton 36-seater.

**1955** COMMERCIAL TS3 38-seater, Plaxton, recently fitted with new unit.

**1954** BEDFORD 36-seater Yeates, exceptionally clean vehicle, excellent tyres.

**1954** COMMERCIAL PS3, 37-seater Plaxton body.

**1954** BEDFORD, 36-seater Yeates body.

**1951** BEDFORD Duple.

**1950** LEYLAND PS2, 33-seater Harrington full front.

**G**OOD selection of 1950 to 1954 BEDFORD petrols, available for inspection.

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**1952** LEYLAND Beadles, first registered June, 1952, with Beadle all-metal 35-seater Continental full-front, full-luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, certificate of fitness 1962, choice of three, price £950. L.

**1952** 51 A.E.C. and Leyland Beadles, first registered August, 1952-51, with Beadle all-metal 39-seater full-luxury Continental bodies, front-entrance sliding door, centre roof lights, Continental interior racking, strip lighting, fitted A.E.C. 7.7 diesel engine, recertified last week, certificate of fitness 1965, choice of two, price £750-£800. L.

**1948** 47 BRISTOLS with Eastern Coachwork 35-seater thin-wall all-metal service saloon bodies, fitted low-mileage late-series 51W Gardner engines, in immaculate mechanical and body condition, certificate of fitness 1962-61, choice of eight, price £400-£450. L.

**1949** BEDFORD 30-seater, Mulliner service saloon, just fitted Perkins P6 diesel unit, excellent mechanical and body condition, certificate of fitness 1963, price £350. L.

**SUPER DOUBLE-DECKERS.**

**1949** 50 A.E.C. Mark III 56-seater high-bridge double-decker, fitted Park Royal and Metcam all-metal bodies, fitted very low-mileage late-series (under 15,000 miles), 9.6 A.E.C. diesel units, crash boxes, re-moquetted last year, in immaculate mechanical and body condition, certificate of fitness 1965-64, choice of 20, price £750.

**1948** A.E.C. low-bridge and high-bridge 53-56-seater double-deckers with Metcam all-metal bodies, either upholstery, fitted A.E.C. 7.7 late-series low-mileage diesel engine, certificate of fitness 1963-62, choice of 10, price £500-£400.

**GUY** double-deckers fitted 1953 Charles Rowe 56-seater high-bridge with metallized top deck, chrome half sliding windows, etc., with late series low-mileage 51W Gardner engines (under 10,000 miles), used by company operating coastal services for seasonal use only, some re-moquetted last year, in super mechanical and body condition, certificate of fitness 1962-61, price £300-£350.

**1948** A.E.C. Mark III 53-seater low-bridge double-deckers, Metcam all-metal bodies, in superb mechanical and body condition, just re-moquetted, certificate of fitness 1962, choice of six, price £750-£800.

**SUPER COACHES.**

**1952** A.E.C. Regal Mark III, with full-front Plaxton 37-seater Continental luxury coach body, no bulkhead, again seasonal use only, recertified this week to 1965, low mileage, 9.6 diesel engine, in super mechanical and body condition, price £950.

**1952** TILLING-STEVENS full-fronted 35-seater Continental super-luxury coach (seasonal use only), front-entrance sliding door, large Continental rear luggage boot, ferry back, twin sunshade roofs, recently fitted 61W Gardner engine (total mileage under 15,000), in super mechanical and body condition, certificate of fitness to 1965, price £700.

**1951** CROSSLEY with Burlington Continental full-fronted 37-seater coach body, super seating, Formica panelled, seasonal use only, in immaculate mechanical and body condition, fitted latest-type Crossley 6-cylinder down-draught diesel engine, certificate of fitness 1964, choice of two, price £850-£900.

**1951** PS1-2 LEYLAND Super luxury coaches, fitted fully-fronted 33-35-seater Continental coach bodies, late series low-mileage PS1 engines, in super mechanical and body condition, certificate of fitness 1964, choice of two, price £700-£750.

**1950** A.E.C. Mark III, fitted 33-seater Duple full-luxury coach body, seasonal use only with low-mileage late series 9.6 A.E.C. diesel unit, in super mechanical and body condition, certificate of fitness 1964, choice of five, price £550.

**1950** BRISTOL Harrington half-cab Continental luxury coaches (seasonal use only), fitted late series low-mileage Bristol AV9.8 diesel engines (15,000 miles only), in immaculate mechanical and body condition, certificates of fitness 1965-64, choice of six, price £450-£500.

**1949** A.E.C. Regal Mark III with 33-seater Harrington full-luxury coach body, again seasonal use only, 9.6 diesel unit, in super mechanical and body condition, certificate of fitness end of 1963, price £550.

**1948** Duple and Willoughbrook full-luxury bodies and seating, fitted late-series PS1 7.4 diesel engines, certificates of fitness 1962-61, choice of six, price £250-£300.

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WE CAN OFFER DELIVERY OF THE FOLLOWING  
NEW VEHICLES PAINTED TO INSTRUCTIONS—

**NEW BEDFORD SBI** diesel, fitted 2-speed axle, Plaxton C-type body, heaters, Formica sides, glass roof quarters, red interior, for immediate delivery, list price.

**NEW BEDFORD SBI** diesel, 5-speed gearbox, Duplex body, red interior finished in cream, immediate delivery, list price.

**1960**, December, TROJAN 13-seater luxury coach, as new, low mileage, certificate of fitness December, 1967, £1,350.

**1959** BEDFORD petrol, Duplex 41-seater, glass roof quarters, heaters, red interior, maroon-ivory exterior, choice of two, immaculate vehicles, £1,150.

**1959**, July, COMMER TS1 Duplex 41-seater, 5-speed gearbox, glass roof quarters, many other extras, autumn tint interior, pink-grey exterior, certificate of fitness 1966, £1,500.

**1959** BEDFORD PSV 11-seaters, green-cream exterior, certificate of fitness 1966, choice of three, from £495.

**1958** BEDFORD Vegas 37-41-seaters, red interior, green exterior, choice of two, very clean, certificate of fitness 1965, £2,750.

**1957** BEDFORD Vegas, 41-seater Duplex body, red interior, red-maroon exterior, heaters, choice of three, £2,650.

**1957** BEDFORD Burlingham 37-seater, green interior, gold-maroon exterior, certificate of fitness 1964, £2,550.

**1956** BEDFORD Burlingham 41-seater, red interior, grey-blue exterior, certificate of fitness 1966, £2,250.

**1955** COMMER TS3, fitted factory service reconditioned engine, good tyres, autumn interior, cream-red exterior, certificate of fitness September, 1964, £2,250.

**1954** BEDFORD Plaxton 38-seater, red interior, recently retrimmed, green-cream exterior, very clean, certificate of fitness 1964, £1,850.

**1952** BEDFORD Vega 33-seater, red interior, heater, one owner only, clean vehicle, certificate of fitness 1962, £1,050.

**1952** BEDFORD Plaxton 33-seater, autumn interior, certificate of fitness 1962, blue-cream exterior, £975.

**1952** BEDFORD Vega 36-seater, red interior, red-cream exterior fitted heaters, £1,350.

**1950** DAIMLER CVD 6SD Gurney Nutting 33-seater, lift-up vents, red interior, red-grey exterior, certificate of fitness December, 1962, £750.

**1950** DENNIS Lancet 33-seater, full front, certificate of fitness November, 1963, £375.

**1949** MAUDSLAY Burlingham 33-seater, good runner, £175.

**1949** CROSSLAY Plaxton 33-seater body, red interior, certificate of fitness June, 1964, £250.

**1948** BEDFORD OR Vista 29-seaters, choice of several, clean vehicles, from £125.

**DECEMBER, 1947**, BEDFORD Vista 29-seater, high-back seats, certificate of fitness 1962, £295.

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WE usually carry a stock of cheap vehicles suitable for shops and carting workmen, etc.

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## DRASTIC REDUCTIONS IN ALL MACHINES.

**NEW A.E.C.** Reliance fitted 41-seater Duplex Britannia, front entrance, red interior, choice of colours, immediate delivery.

**NEW A.E.C.** Reliance fitted 41-seater Duplex, centre entrance, red interior, choice of colours.

**NEW A.E.C.** Reliance, fitted 41-seater Plaxton Consorti body, red interior, choice of colours.

**NEW FORD** Trader, 41-seater Duplex Yeoman body, K-type moulding, red interior, choice of colours.

**NEW BEDFORD SBI**, 41-seater Duplex body, red interior, choice of colours.

**1959** BEDFORD SBI diesel 41-seaters, choice of six, £2,850-£3,100.

**1956** BEDFORD petrols, Plaxton, Duplex and Burlingham 41-seaters, prices from £1,800-£2,250 each.

**1955** COMMER TS3 fitted 41-seater Plaxton and Duplex bodies, 2-speed axle, £1,850-£2,250 each.

**1954** BEDFORD fitted 36-38 Duplex and Burlingham bodies, from £1,275-£1,575 each.

**1951** A.C. Mark IV fitted 41-seater Burlingham and Plaxton bodies, from £1,200-£1,400 each.

**1954** SENTINEL 4-cylinder service buses, choice of two, £300 each to clear.

**1948** 50 PSI, A.E.C., Guy and Maudslay carrying certificates of fitness, cheap to clear.

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**1960 BEDFORD** Duplex SBI 41-seater, extras include heaters, top sliding windows, plastic headrest covers, wheel discs front and rear, as new condition.

**1959 BEDFORD** Plaxton SBI 41-seater, Plaxton C-type body, Syndromic chassis lubrication, radio-public address heaters, roof quarter lights, top sliding windows, outstanding condition.

**1959 BEDFORD** Plaxton 41-seater, exterior red and cream, red moquette, Formica side casings, top sliding windows, plastic headrest covers, wheel discs, low-mileage top-quality vehicle.

**1957 BEDFORD** Plaxton 41-seater, exterior ivory with blue-grey metallic chrome, Formica side casings, glass roof quarters, inswing parcel racks, radio-public address, and many other extras, this is a top-quality vehicle ex a well-known Continental touring fleet.

**1958 BEDFORD** Duplex 41-seater coaches, exterior ivory and red, seating in red-patterned moquette, many extras, choice of two top-quality machines.

**1955 BEDFORD** Plaxton 36-seater, certificate of fitness 1965, exterior ivory and blue-grey metallic chrome, ex well-known Continental touring fleet, many extras.

**1954 BEDFORD** Duplex 36-seater, R6 engine, certificate of fitness 1964, exterior blue and cream with blue moquette seat-nap, Formica side casings heater, a fresh coach.

**1951 LEYLAND** Royal Tiger-Windover 39-seater coach, many extras and very reasonably priced.

**1951 A.E.C.** Yeates 41-seater, centre entrance luxury coach, bargain.

**1950 LEYLAND** Harrington 37-seater, certificate of fitness 1963, exterior 2-tone blue, blue moquette.

**1955 COMMER** Duplex 41-seater diesel, certificate of fitness May, 1965, 2-speed rear axle, exterior red and cream, radio, public address heaters, plastic headrest covers, mechanically very sound indeed and well tried.

**1954 COMMER** Plaxton 39-seater, certificate of fitness 1963, reconditioned engine very recently fitted, 2-speed rear axle, glass roof quarters, Formica side panels, excellent value.

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**NEW 1961 BEDFORD SBI** diesel Plaxton Embassy, three available, certified 1968.

**NEW 1961 FORD** Trader diesel 41-seater Plaxton Embassy, two available, certified 1968.

**1960** BEDFORD SBI diesel 41-seater Duplex Super Vega, heater, radio, choice three.

**1960** BEDFORD SBI diesel 41-seater Harrington Crusader, heater, radio, 18,000 miles.

**1959** BEDFORD SBI petrol 41-seater Burlingham Seagull, heater, certified 1966.

**1958** BEDFORD SBI petrol 41-seater Duplex Super Vega, heater, choice four.

**1958** COMMER TS3 (Rootes diesel) 41-seater Duplex Super Vega, heaters; choice four.

**1956** BEDFORD SBI petrol 41-seater Yeates Riviera, Triplex lights, immaculate.

**1956** BEDFORD SBI petrol 41-seater Burlingham Seagull, heater, petrol, certified 1966.

**1955** A.E.C. Reliance (7.75-litre) 41-seater Roe Dalesman luxury coach, choice two, heaters.

**1955** COMMER TS3 diesel 39-seater Thurgood, certified 1965, heater, luxury seating.

**1954** GUY Arab (Gardner 6LW) 41-seater Burlingham Seagull, heater, choice three, certified 1964.

**1954** A.E.C. Reliance (7.75-litre) 41-seater Burlingham Seagull, heater, radio; choice two.

**1954** BEDFORD SBI petrol 36-38-seater Burlingham Seagull, certified 1965-62; choice three.

**1953** BEDFORD SBI (petrol) 33-38-seater Duplex Vega, Plaxton Envoy, Yeates Riviera and Gurney Nutting, choice several, all certified.

**1952** KARRIER-COMMER 14-seater Reading luxury coach, exceptionally clean.

**1952** A.E.C. Mark 4 (9.6-litre) 41-seater Yeates-Burlingham, certified 1962; choice two.

**1951** LEYLAND Royal Tiger 43-seater Metalcraft, heater, certified 1965, luxury seats.

**1951** A.E.C. Regal Mark IV 39-seater Windover, heater fitted, certified 1965.

**1950** A.E.C. Mark 3 (9.6-litre) 33-seater Plaxton, heater fitted, certified 1964.

**1950** BEDFORD Vista (28 h.p. petrol) 29-seater Duplex, choice two, certified 1964.

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June 1, 1961—THE COMMERCIAL MOTOR |||  
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**OFFER IMMEDIATE DELIVERY**

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**NEW 1961 FORD THAMES**

**DIESEL COACHES.**

**PLAXTON** Embassy 41-seater, fitted Perspex quarters, Formica side panels, heaters, radio and public address interior red moquette, exterior red and cream.

**PLAXTON** Embassy 41-seater, fitted Perspex quarters, 2-tone Formica side panels, heater, radio, etc., interior red patterned moquette, exterior cream.

**PLAXTON** Embassy 41-seater, fitted heaters, radio, etc., interior red and fawn moquette, finished in cream primer.

**DUPLEX** Yeoman 41-seater, fitted Perspex quarters, Formica side panels in walnut, heaters, radio and public address, interior red moquette, exterior cream and red.

**DUPLEX** Yeoman, 41-seater, fitted walnut Formica side panels, heaters, radio and public address, interior red moquette, exterior ivory.

**DUPLEX** Yeoman 41-seater, Perspex quarters, walnut Formica side panels, heaters, radio and microphone, etc., interior grey and red patterned moquette, exterior cream.

**DUPLEX** Yeoman 41-seater coaches, with extras and colours to your choice, 3-4 weeks' delivery.

**1956** BEDFORD 41-seater full luxury Plaxton body, fitted with Perspex quarters, Formica side panels, heaters, interior grey and red moquette, in excellent condition throughout, certificate of fitness 1966.

**1956** BEDFORD Super Vega 41-seater, full luxury Duplex body, fitted with heaters, Formica side panels, interior red moquette exterior red and blue, now being retrimmed.

**1955** COMMER TS3, 39-seater full luxury Plaxton Ventura body, fitted with heater, lift-up roof vents, in good, clean condition throughout, certificate of fitness 1964.

**1952** A.E.C., 9.6 engine, full-front 39-seater full luxury Whitson observation coach, good tyres in good clean condition throughout, one owner since new, certificate of fitness 1962.

**1952** DUPLEX Super Vega 37-seater full-luxury Duplex body, fitted heaters, interior red moquette, good clean condition throughout, certificate of fitness 1962.

**1952** DENNIS Falcon full-front 33-seater full-luxury Gurney Nutting body, fitted with heater, in good, clean condition throughout, certificate of fitness 1962.

**1951** BEDFORD Vega, 7 ft. 6 in. wide, 33-seater full-luxury Duplex body, fitted heater, Formica side panels, good clean condition throughout, certificate of fitness 1961.

**1951** A.E.C., 41-seater full-luxury Harrington dorsal fin body, fitted heater and many other extras, finished in cream and red, in good, clean condition throughout, certificate of fitness 1961.

**1950** BEDFORD Vista 29-seater full-luxury Duplex fitted with heater, Formica side panels in cream and red, certificate of fitness 1963.

**SEVERAL** coaches suitable for workmen and mobile shops at very reasonable prices.

**WHY** not call at our premises and inspect the fine selection of late model vehicles in the country, or let us call on you and demonstrate anything you may require without obligation.

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**1960** BEDFORD Super Vega 41-seater Duplex deluxe, 2-tone grey.

**1959** BEDFORD Super Vega 41-seaters, exterior cream, choice of three.

**1959** BEDFORD Yeates 41-seater luxury saloon.

**1958** COMMER TS3, Duplex 41-seater.

**1958** BEDFORD diesel 29-seater Duplex, radio demister and etc.

**1958** BEDFORD, Leyland diesel, 40-seater Duplex-type body, high-back seating.

**1958** BEDFORD Plaxton 41-seater, de luxe.

**1955** ATKINSON 39-seater Burlingham Seagull Gardner SLW underfloor unit, with overdrive certificate of fitness, 1965.

**1955** BEDFORD Duplex 36-seater, R6 diesel unit, certificate of fitness 1965.

**1951** BEDFORD Duplex 33-seater coach.

**1951** LEYLAND PS2, Burlingham full-front 33-seater.

**1946** LEYLAND PDI 56-seater high-bridge double deck buses, choice of 12.

**A** Number of LEYLAND PDI and TDS high- and low-bridge 56- and 53-seaters, bodies by Alexander and Leyland.

**A** Number of A.E.C. 7.7 buses, Burlingham 35-seaters also Leyland TS7 and PS1 31- to 35-seaters.

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34 CLEVELAND ROAD,  
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PASSENGER TRANSPORT SPECIALISTS.

NEW coaches, from stock.

**ONE** only BEDFORD SBI 41-seater Duple Super Vega coach, red interior, red and cream exterior, 5-speed gearbox.  
**ONE** only FORD Thames 41-seater Duple coach, red interior, cream exterior.  
**FOUR** BEDFORD SBI 41-seater Burlingham coaches, finished to your instructions, three weeks delivery, two with 5-speed boxes, two with 2-speed axles.  
**THREE** FORD Thames 41-seater Burlingham coaches, one with 2-speed axle, three weeks delivery.

**1960** FORD Trader diesel 41-seater Burlingham coach, £3,200.

**1959** COMMER Avenger 41-seater Duple coach, Michelin X tyres, air brakes, heaters, painted to your instructions, etc., £3,300.

**1959** BEDFORD petrol 41-seater Duple coach, blue and cream exterior, immaculate condition, £3,000.

**1958** BEDFORD SBI 42-seater Duple service bus, driver-operated door, etc., £1,900.

**1956** BEDFORD petrol 41-seater Burlingham coach, heaters, etc., certified 1966, £2,100.

**1956** 57-58 COMMER Avenger 41-seater Duple Beadle coaches, ex our own fleet, choice of 10, immediate delivery, £2,450-£3,000.

**1954** GUY Arab lightweight, 6HLW Gardner under-floor diesel engine, fitted 41-seater Burlingham Scania coach body, engine and body have been overhauled, £2,200.

**1954** SENTINEL diesel 40-seater front-entrance service bus, certified 1963, £675.

**1953** BEDFORD petrol 35-seater Duple coach, glass roof quarters, heaters, etc., red and cream exterior, certified 1963, £1,350.

**1953** BEDFORD petrol 35-seater Burlingham coaches, certified 1963, £1,300; choice of two.

**1953** BEDFORD petrol 35-seater Plaxton coach, roof quarter lights, radio and microphone, heaters, courier's seat, £1,600.

**1952** A.E.C. Mk IV 41-seater Yeates coach, certified 1962, £1,400.

**1952** CROSSLEY 39-seater Yeates coach, certificate of fitness 1963, £500.

**1951** LEYLAND Royal Tiger 39-seater Beccles coach, recertified 1964, £1,000.

**1951** DAIMLER CDM6 37-seater Wilkes and Mead coach, certified 1964, £600.

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**50**

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**1958** BEDFORD diesel 41-seater Super Vega, exterior ivory.

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**1955** COMMER T113 36-seater Duple, full front, exterior red-maroon, certificate of fitness May, 1965.

**1955** BEDFORD petrol 38-seater Super Vega, exterior blue-cream, certificate of fitness 1964.

**1955** BEDFORD petrol 38-seater Super Vega, exterior ivory-green, certificate of fitness 1965.

**1955** BEDFORD petrol 36-seater Super Vega, exterior maroon-grey, choice of two.

**1954** BEDFORD petrol 36-seater, exterior green-grey, certificate of fitness March, 1964.

**1954** BEDFORD petrol 38-seater Super Vega, exterior cream-red, certificate of fitness 1964.

**1954** BEDFORD petrol 36-seater Super Vega, exterior black-cream, certificate of fitness 1964.

**1953** BEDFORD 35-seater diesel Duple Super Vega, exterior cream-red, certificate of fitness July, 1963.

**1952** BEDFORD petrol 37-seater Gurney Nutting, exterior maroon-cream, certificate to January, 1962.

**1952** BEDFORD petrol 33-seater, exterior buff, certificate of fitness December, 1962.

**1951** MAUDSLAY A.E.C. oil engine, 33-seater, Beilhouse-Hartwell, certificate of fitness August, 1963.

**1951** BEDFORD petrol 35-seater, exterior red, certificate of fitness August, 1961.

**1951** BEDFORD petrol 33-seater, exterior green-grey, certificate of fitness June, 1961.

**1950** COMMER 33-seater, exterior blue-maroon, certificate to May, 1963.

**1949** AUSTIN 31-seater, exterior brown.

**1948** DENNIS 33-seater, Churchill body, exterior cream-black, certificate of fitness 1963.

**1947** DENNIS 35-seater, exterior blue-cream, certificate of fitness 1962.

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**1959** BEDFORD Duple 41-seater.

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**1958** BEDFORD Plaxton.

**1958** BEDFORD Duple 41-seater.

**1956** COMMER Duple 41-seater.

**1955** BEDFORD Burlingham 35-seater.

**1954** LEYLAND Tiger Cub 41-seater.

**1953** BEDFORD Plaxton 35-seater.

**1953** BEDFORD Duple 37-seater.

**1952** BEDFORD Plaxton 33-seater.

**1951** 52 BEDFORD Duple 33-seater, choice of three.

**1951** Mark IV A.E.C. Harrington 41-seater.

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**1949** LEYLAND OPSI 35-seater service buses, exceptionally strong, clean vehicles, certified 1962-63 and ready for immediate work, £325 each.

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**1953** 35-seater BEDFORD Burlingham.

**1951** 33-seater BEDFORD Duple.

**1951** 41-seater LEYLAND Royal Tiger, Plaxton.

**1951** 37-seater A.E.C. Burlingham.

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**NEW** and unregistered 1961 BEDFORD 41-seater Super Vega, 300 cu. in. diesel engine, 2-speed axle, quarter lights, tubular mesh racks, Formica to waist, heaters, radio, speech amplification, extra spot light, wheel discs, exterior red and fawn, interior red moquette with red relief.

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**1959** BEDFORD petrol 41-seater Duple Super Vega, quarter lights, tubular mesh racks, heater, wheel discs, exterior red and grey, interior red moquette with fawn relief, certificate of fitness 1964.

**1959** BEDFORD petrol 41-seater Duple Super Vega, radio, heaters, bonnet covers, wheel discs, extra spot certificates of fitness 1964.

**1951** LEYLAND full-front 33-seater, recertified certificate of fitness 1966.

**1950** FODEN, 61W, full-front 33-seater, certificate of fitness 1965.

**1950** FODEN TS full-front 33-seater, new engine, certificate of fitness 1964.

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**1954** 36-seater BEDFORD Duple, first-class condition, certificate of fitness, red and cream interior, autumn tint.

**1953** 37-seater BEDFORD Duple, new engine fitted August, 1960, good tyres, certificate of fitness 1963, maroon, radio and speech amplification.

**1952** 33-seater BEDFORD Duple, quarter lights, 7-ft. 6 in. wide radio and speech amplification, new engine fitted September, 1960, good all-round condition, certificate of fitness 1962, maroon exterior.

**1961** Thames Duple 41-seater, ex-demonstration model, all extras fitted, one only now.

**1961** Thames Duple 41-seater, K-type moulding, choice of two.

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**1954** 36-seater BEDFORD Perkins, quarter lights, Formica sides, certificate of fitness 1965.

**WANTED.** Good 1960 SBI and SBI 41-seaters Duple, Plaxton or Harrington, Continental Mr. K. S. Gill, Coach Sales representative, immediately. Good part-exchange prices, H.P. and insurance arranged promptly.

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**1958** COMMERCIAL TS3 Duple 41-seater, seating floral moquette, heaters, etc., exterior mainly cream with red relief, smart and attractive, £2,450.

**1956** BEDFORD Plaxton 41-seater, red interior, with heaters, exterior red and cream, just recertified 1966, £2,485.

**1955** Model BEDFORD Duple Super Vega 38-seater, red interior, tubular heating, Formica casing panels, exterior cream and maroon, certified November, 1964, £1,985.

**1955** COMMERCIAL TS3 Plaxton 41-seater, autumn tint interior, with heaters, exterior cream with black relief, certified 1965, £2,250.

**1954** BEDFORD Yeates Riviera 36-seater, red interior, with heater, exterior maroon and grey, certified 1964, most attractive, £1,785.

**1953** BEDFORD Duple Super Vega 37-seater with quarter seats, seating in floral moquette, heater, exterior green and cream, certified 1963, £1,540.

**1952** A.E.C. Mark IV Plaxton 39-seater, attractive green interior with heating, exterior grey and red, £1,585.

**1951** CROSSLEY Yeates 39-seater, half-cab coach, autumn tint interior with heater, exterior grey and cream, recently recertified December, 1963, a cheap vehicle with large seating capacity, £685.

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**1953** BEDFORD Vega (39), petrol, exterior blue and cream, blue interior, radio, speech, electric heater, recently repainted and headrests re-covered, clean, good tyres, certificate of fitness 31.3.63, £1,475.

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**1950** March A.E.C. Regal Mark III (37), 9.6, crash-box, Plaxton full-fronted body, exterior two greens, roof vents, good tyres, clean, certificate of fitness to 1964.

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**1960** BEDFORD Duple diesel 41-seater, heater, discs, mileage 21,000.

**1960** Thames Burlingham 41-seater, radio, speech, heater, discs.

**1956** BEDFORD Plaxton 41-seater, radio, speech, heater, discs.

**1954** 35 BEDFORD Duple and Plaxtons, 35-38-seaters, choice of four.

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**ALSO** selection of A.E.C. and Leyland full-fronts and half-cabs with good certificates of fitness.

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**1959** BEDFORD, Leyland engine, Duple Super Vega 41-seater, £3,300.

**1955** A.E.C. Reliance, Burlingham Seagull 37-seater, radio and heaters, certified 1965, choice of £40, £2,450.

**1954** BEDFORD, Yeates Riviera 36-seaters, fitted quarter lights, tubular racks, radio, heaters, certified 1964, £1,650.

**1954** BEDFORD, diesel, Burlingham Seagull 36-seater, certified 1963, £1,050.

**1953** BEDFORD Plaxton Veniur, 36-seater, lift-up vents, radio and heaters, certified late 1962, £1,325.

**1951** LEYLAND Royal Tiger, Burlingham 39-seater, radio and heaters, £1,100.

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**1950** COMMERCIAL Avenger, 33-seater, Burlingham coachwork, cream and grey exterior, blue interior, fitted heater, certificate of fitness to 1963, £450.

**1950** BEDFORD 29-seater, Duple, high-back seats, cream and red exterior, red interior, fitted heater, certificate just expired, cheap at £1,225.

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**1949** COMMERCIAL Avenger, Plaxton 33-seater, certificate of fitness 1963.

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**1953** BEDFORD Duple 35-seater, blue and cream, certificate of fitness 1962.  
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**1953** BEDFORD Harrington 36-seater, certificate of fitness to 1963.  
**1954** BEDFORD Duple 36-seater coach, certificate of fitness to 1964.  
**1955** BEDFORD Duple 36-seater coach, certificate of fitness to 1965.  
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**AMBULANCES** new and used, diesel and petrol, Dennis, Commer, Morris, Austin and Bedford, Lawton-Goodman, 135 Crickwood Broadway, N.W.2. Gladstone 2226. 911-358

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**1957,** November, BEDFORD D-type normal-control 300 diesel, Scammell coupling, very clean vehicle, £300. Phone, Cop 4777 or 4713. 911-290 A52

### Miscellaneous Vehicles (contd.)

**1958** FORD Trader 6D, fifth-wheel coupling, Tasker 22-ft. semi-low-loader, excellent condition, C. Russett, 155 Millbank St., Northam. Southampton 26590. 911-245

**NEW** SCAMMELL Scarabs, favourable delivery.

**NEW** BEDFORD tractors available immediately.

**NEW** SCAMMELL trailers, automatic or S.A.E. fifth-wheel coupling.

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### Miscellaneous Vehicles (contd.)

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**NEW** SCAMMELL Scarab 3- and 6-ton, petrol or diesel, early delivery.  
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**FOR** sale, 20-25-ton E.R.F. articulated low-loader, reconditioned Gardner 6LW engine, fitted 8.10.60, new cab fitted 31.10.60. The tractor in 6.4 model new in 1951 and the Dyson 18-ft. 6-in. well trailer was new in 1955. The whole machine is ready for work at £2,250. R. T. Haley and Co., Ltd., Hunsworth, Clack-heaton, Yorks. 912-6077

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**ALWAYS** a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174. 911-379

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**FOR** sale, 3 dollies or bogies, 15-ton, 9.00 x 20, 20-ton, 11.00 x 20, 30-ton, 12.00 x 20. Wyatt, Diss, Norfolk. 912-6036

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**FOR** sale. Vehicles and spares.

**MOST** types of commercial vehicles, civilian and ex-W.D., being dismantled for spares.

**COMMERCIAL** vehicles always required for dismantling. SEND us your offers and requirements.

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**MINISTRY** reconditioned Bedford 1-ton; 3.5-ton and QL and 4 x 4 vehicles; Bedford tankers, 200-, 500- and 800-gallon; QL winch and tipper trucks; Austin K4 (twin rear); Austin vans (mobile shop, canteen, horsebox, etc.); trailers, etc. Particulars from: Agricultural Vehicles, 24 Third Acre Rise, Oxford. Cumnor 2359. Depot: Stanton Harcourt Rd., Eynsham, Oxon. 911-9976

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**SCAMMELL** 10-ton 23-ft. insulated box trailer in very good order, £450.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174. 911-383

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**M38**, Late type, hard and soft top, low mileage, ex U.S. Forces, from £150. Oxford Motor Co., 474 Cowley Rd., Oxford. Phone 78361 and 78166. 911-511

### LUTON VANS AND PANTECHNICS

**LET** us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft.; prices from £295. Two-year guarantee.

**FREIGHT ENGINEERING CO.**, Cray Rd., Sidcup, Kent. Phone, Fooksray 6851. 222-780

**A.E.C.** Reliance, first registered 1955, 1,900-cu.-ft. capacity, loading tailboard and roller shutter, 7.7 underfloor engine consistently returning 18 miles per gallon, cost over £3,800 new, and fitted with many extras, including heavy-duty springs, exhaust brake, and 30-gallon fuel tanks. This vehicle is only being disposed of due to fleet standardization, and is in excellent mechanical and body condition, price £1,400. Phone, Stepien Green 5522. 911-6034

**BEDFORD**, 1957, 3.4-ton Luton van, just been completely rebuilt like new, reconditioned engine, coach repainted. Also 1950 Bedford Luton van, body sizes, floor 15 ft. 9 in., headroom 8 ft. 3 in., width 6 ft. 9 in., inside Luton 3 ft. 11 in., headroom 4 ft. 3 in., new front mudguards, real bargain, £240. Mr. Alfred Hales, 27, Manor Rd., Wales, near Sheffield. Phone, Kiveton 476. 911-6070

**NEW** Hi-bulk Luton on Morris J2, 440 cu. ft., available ex stock, £702 10s, unpainted, £775 painted one colour, passenger seat and heater. Phone, Bishopsgate 3393. 911-126

**TRADER** late 1958 4-ton 4D, 1,100 cu. ft., walk-in tailboard, £525.

**BEDFORD**, October, 1957, 300 diesel, 1,150-cu.-ft. Luton, shutter and tailboard and rear, new set 7.50 x 20 nylon tyres, in good order, £600.

**TRADER** Luton body, 850 cu. ft., will fit 128-in.-wheelbase chassis, this body is virtually as new, £135. Phone, Cop 4777 or 4713. 911-291

**1957 FORD** 4D 1,400-cu.-ft. Luton van, £650. Barnett 1066, 9 a.m. to 6 p.m. 911-347

**DECEMBER, 1957**, Karrier Bantam 900-cu.-ft. Luton van, factory reconditioned engine, new batteries, brakes relined, good tyres, £550.

**1955** Thames 4D 1,000-cu.-ft. Luton, £475. OAKTHORPE MOTOR CO., North Circular Rd., N.13. Fox Lane 0161. 911-169

### ARLINGTON MOTOR CO. LTD.

**IMMEDIATE** delivery BEDFORD diesel 4-ton 1,200-cu.-ft. Luton body.

**HIGH ROAD, PONDERS END, ENFIELD, MIDD.** Howard 1266.

### ARLINGTON MOTOR CO. LTD.

911-207

**1959**, December, BEDFORD 7-ton forward-control diesel aluminium boxvan, 750 cu. ft., £775. Dawmer Motors Ltd., Ewell By-pass, Surrey. Ewell 2382. 912-213

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**ALWAYS** a large selection of AUSTIN trucks and vans from 5 cwt. to 5 tons.

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**1956 B.M.C.** diesel 5.1 Luton van, 1,900 cu. ft. body, with 4-ft. 6-in. drop tailboard and rear door, complete with centre and side drop sheets, in immaculate condition, £575. Phone, Stepney Green 5522. 913-6083

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**WANTED**, 1951-60 pantechnicons from 700 cu. ft. to 1,300 cu. ft. capacity. The best buyers. Try us night and day. Greenwich 2013. Chandler's Motors, Ltd., 71 Greenwich South St., London, S.E.10. 911-424

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**AUSTIN** vans, ex-civil defence, as new condition, all-steel construction, fitted side door, windows, cupboards, lockers and racks, etc. ideal mobile shop or wholesale distribution, price £150. Full details from: Agricultural Vehicles, 24 Third Acre Rise, Oxford. Cumnor 2359. Depot: Stanton Harcourt Rd., Eynsham, Oxon. 911-6055

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**PIRBRIGHT GARAGE**, Pirbright Rd., S.W.18. Vandyke 6188. 911-113

### Miscellaneous Vehicles (contd.)

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**L. W. VASS, LTD.**, Amphill Bedford. Amphill 3755. 222-841

**950**-GALLON Bedford QL 4 x 4 complete with pump and hose, excellent condition.

**MERTON ENGINEERING CO., LTD.**, Fays Rd., Feltham Middx. Phone, Feltham 6208, 3045. 911-186

**A.E.C.** gal. 2-compartment tank, 2½-in. Albany pump.

**CAPITAL MOTOR CO., LTD.**, Remington St., City Rd., London, N.1. (Near Angel) Clerkenwell 7456. 911-229

**ALL** types of road tankers from 1,000 gal. to 3,500 gal.

**1956** B.M.C. 1,200-gal. three compartments with pumps.

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**1959** E.R.F. 4-wheeler, 4LW, 1,080-gallon stainless-steel lagged tank, automatic lubrication, low mileage.

**RYLAND GARAGE, LTD.**, Ryland St., off Broad St., Birmingham, 16. Edgbaston 5411-5. 911-319

**4,000**, 3,600, 2,000 spirit fuel and oil tankers available immediate delivery; articulated or rigid, fitted new and second-hand 8-, 6- or 4-wheeled chassis and tanks, or chassis sold separately if required. Tanks, all makes, to order.

**HATTER BROS.**, Austin Agents, of Grays. Phone, Purfleet 5488. 911-92

**1958** BEDFORD articulated 2,000-gallon tanker, 1-compartment, lagged and lined, in first-class order with 300 engine and 2-speed axle, S.A.E. coupling, one owner since new, £950.

**1957** B.M.C. diesel 1,500-gal. stainless steel lagged tanker, in excellent order, bargain.

**1952** MORRIS and Bedford 1,200-gal. tanker, 3-compartment, in very good order at £200 each, choice of several.

**ALSO** a number of other useful tankers in stock.

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**L. W. VASS, LTD.**, Amphill, Bedford. Amphill 3755. 222-834

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**1955** 105 P6 tipper, reconditioned engine, extension sides.

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**B.M.C.** 5.1 diesel, 5-ton normal-control 1955 tipper with aluminium body, £175. John Bieasy, Ltd., Pilling St., Manchester, 4. Phone, Dennageat 2338. 911-22

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**OCTOBER, 1957**, BEDFORD diesel 7-ton U-shaped steel-bodied tipper, good condition, £450.

**1956** BEDFORD 6-ton long-wheelbase tipper, diesel, choice of two, £185 each.

**WALTER WALKER (ECCLESFIELD), LTD.**, Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 911-72

**1958** BEDFORD 5-ton tipper, 30,000 miles, very good tyres, £575.

**WRAY PARK GARAGES**, Reigate, Surrey. Reigate 2263. 911-272

**1960** BEDFORD 7-ton diesel, forward-control, double-drop-side tipper, £875.

**1960** BEDFORD 7-ton diesel forward-control, fixed-side tipper, £825.

**1960** FORD Trader 7-ton diesel short-wheelbase drop-side tipper, choice of three, Edbro and Anthony tippers from £775.

**DAWNIER MOTORS, LTD.**, Ewell By-pass, Surrey. Ewell 2382. 911-219

### Miscellaneous Vehicles (contd.)

**1958** ATKINSON 8-wheeler 6LW, bulk body, auto greaser, latest-type cab.  
**1959** ATKINSON 8-wheeler 6LX, bulk body, repainted ready for work.  
**1959** E.R.F. 8-wheeler 6LW, fibreglass bulk body, auto greaser, unladen weight 8 tons.  
**NEW** BEDFORD TK 7-ton chassis-cab and gear.  
**NEW** BEDFORD TK 7-ton tipper, steel body.  
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**1960** Thames Traders, choice of two, £750.

**1957** COMMER TS3 long-wheelbase, two for £800.

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**1960** BEDFORD normal-control 7-ton tipper, 300 diesel engine, 2-speed, in excellent order, choice of two, £850 each.

**1960** COMMER TS3 medium-wheelbase 12-yd. tipper, very low mileage, Edbro ram steel body, 5-speed box, bargain, £1,200.

**1956** COMMER TS3 7-ton tipper, drop-side wooden order, £500.

**1960** Thames Trader, 7-ton Edbro tipper, small mileage, in excellent order, £750.

**1959** B.M.C. 7-ton medium-wheelbase tipper, in very good order, £650.

**ALSO** many other tipper in stock.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174. 911-386

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**JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 911-375

A54

### Miscellaneous Vehicles (contd.)

**1954** SCAMMELL tractor unit, 6LW engine, air brakes, in first-class order.

**1952** SCAMMELL heavy haulage tractor complete with power winch, ballast box equipment, etc. (not ex W.D.), in excellent order.

**UNREGISTERED** Thames Trader 6D tractor unit, S.A.E. coupling, £600.

**1953** A.E.C. Mandator tractor unit, 9.6 engine, air brakes, one owner, a large concern, well maintained.

**1956** ALBION-SCAMMELL tractor unit, 2-speed axle, extras, £450.

**1956** COMMER TS3 unit, Scammell coupling, very clean and well maintained, £450.

**1958** BEDFORD 5 Scammell unit, Leyland Comet engine, one owner, £450.

**1958** BEDFORD 8 unit, 300 diesel engine, S.A.E. coupling, 2-speed axle, one owner, £450.

**ALSO** many other good tractor units in stock.

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**OVER** 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low-loaders, box bodies, platform, pantechions, and special types.

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**TASKERS** trailers and semi-trailers, for every type of load between 8 cwt. and 35 tons.

**SUITABLE** for most kinds of prime mover, Land Rover, vans and cars.

**FIFTH-WHEEL** Taskers D-S automatic or mechanical horse couplings.

**TRAILERS** now in stock include: 10-, 12-, 14- and 16-ton super straights (S.A.E.); 3-, 4-, 8-, 10- and 12-ton straight frames (D-S); 15-ton twin-side, 12-ton step-frame low loader (D-S) and 14-ton step-frame low loader (S.A.E.); 12-ton rear steering PV semi-trailer.

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**1955** AUSTIN articulated unit, complete, Scammell coupling.

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#### Businesses, Premises, Offices, etc., Wanted

**PROVINCIAL** carriers require transport depot in North or East London, premises must accommodate 20 vehicles with covered space for storage and offices. Frank Willis and Sons (Carriers), Ltd., Wellingborough, Northants. 911-4383

**WANTED**, haulage businesses with ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission as we have numerous clients on our books.

#### WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 911-519

### CONTRACT HIRE

**LAND ROVERS**, light vans available on contract hire. Apply for terms.

**COOMBS COMMERCIALS (GUILDFORD), LTD.**, 6 Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 911-537

#### CONTRACTS FOR HIRE AND WANTED

**MAXIMUM** capacity carrying tankers. All types available. Hatter Bros., Grays, Essex. 222-665

### Miscellaneous Advertisements (contd.)

**BULK** tipping loads required, general A licence. Box CM079, care of "The Commercial Motor." 911-256

**KEELING TRANSPORT, LTD.**, 78 Traffic St., Derby. Have Luton vans available for immediate contract hire. 1,300-2,000 cubic ft. capacity, maximum carrying capacity 5 tons. Painted and lettered to customers requirements. Immediate quotations upon receipt of adequate information. 911-417

### CONVERSIONS

#### HENDYS FOR FORD.

BRITAIN'S FIRST FORD DEALER.

**DIESEL** 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

#### PERCY HENDY, LTD.

SOUTHAMPTON 28331 (EIGHT LINES). 222-955

### FORK-LIFT TRUCKS

**MOBILIFT** 1,500-lb. capacity fork-lifts, single-cylinder air-cooled engines, good working order, £240.

**L. W. VASS, LTD.**, Amphill, Bedford. Amphill 3255. 222-815

**4,000-LB.** Coventry Climax diesel fork-lift truck, pneumatic, 12-ft. lift, overhauled, East Anglian Plant Hire, Ltd., Harborough Rd., Briarworth, Northampton. Phone, Briarworth 288. 913-606-1

We always have for sale at least one Coventry Climax or similar diesel fork-lift truck, 9- or 12-ft. lift, which has been completely overhauled through our organization, repainted manufacturer's colours, test certificate and covered by three months' written guarantee.

PRICES FROM £1,250 EX WORKS.

#### MATHEW BROTHERS,

87 BEDDINGTON LANE, CROYDON, SURREY.

Phone, Tho 3402 (five lines). 222-853

**COLBRO, LTD.**, offer fork-lift trucks for immediate disposal, subject to prior commitment.

**ONE** Ross fork-lift, 14,000 lb. capacity, 10-ft. lift, on pneumatics, perfect order, £1,150.

**ONE** Hyster fork-lift truck, 15,000 lb. capacity, 17-ft. 6-in. lift, good working order, on pneumatics, power steering, £1,590.

**CLARKE** 6,000-lb. fork-lift truck, 14-ft. lift, solid tyres. Perfect order, £675.

**SPECIAL** offer: One brand-new conveyancer, 6,000 lb. capacity 12-ft. lift, diesel-driven fork lift, on pneumatics, torque-converter drive, immediate disposal, list price.

**JAW BONE WORKS**, Rothwell Haigh, Leeds. Phone, Rothwell 3258. 911-55



# Miscellaneous Advertisements (contd.)

## INSURANCE

**PAUL CHILDS, LTD.** insurance specialists. See our displayed advertisement on page 82. 911-631

## MISCELLANEOUS

**HEADLAMP** bulbs, Osram Philips and Lucas, 24v., 60w. d.c., also Lucas transverse pre-focus bulbs, 24v., 35 and 38w. Lots of 50. Is. each. Cropper, 2 Breze still, Liverpool 9. 911-6069

**1950 ALBION** decker, 56 seats, certificate of fitness 1963, price £185. Used diesel engines. Leyland, Albion, A.E.C., we invite inquiries for full particulars. Tiger Coaches, Dewshill Garage, Salsburgh. Phone, Salsburgh 242. 911-501

## SITUATIONS VACANT

**A.M.I.M.I.**, City and Guilds, A.M.I.Mech.E. etc. on "No pass, no fee" terms. Over 90% successes. For details of exams and courses in all branches of auto., diesel, aero., mechanical engineering, etc., write for 148-page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. 222-812

## EXCELLENT OPPORTUNITY FOR A

## TOP GRADE MOTOR MECHANIC.

He must be fully conversant with all types of vehicles with emphasis on high quality cars. This is a works staff position in the North West London area with pension scheme and full welfare facilities.

Applications stating age, qualifications and experience and salary expected to

## BOX CM103

CARE OF "THE COMMERCIAL MOTOR"

911-6066

**REPRESENTATIVE** required to operate from new sales office being opened in Newcastle by national distributors of bulk-handling vehicle equipment, first-class sales potential, excellent future assured for right applicant, car supplied, pension scheme. Box CM108, care of "The Commercial Motor." 911-6067

# Miscellaneous Advertisements (contd.)

**CAR** and commercial salesman required for Vauxhall-Bedford main dealer Central London. Good prospects. Box 529, Aldridge Advertising, 1 Whitefriars St., E.C.4. 913-6061

**DIESEL** fuel pump filters required. Phone, Paddington 3771, and Greenwich 3197. 912-6035

**DEPOT** foreman required for fleet of heavy haulage vehicles, North East area. Experience essential in maintenance and organization of such a fleet. Please reply stating age, experience and salary required. Box CM101, care of "The Commercial Motor." 912-6073

## DUPLE MOTOR BODIES, LTD.

EDGEWARE ROAD,

THE HYDE, LONDON, N.W.9.

URGENTLY REQUIRE

FULLY EXPERIENCED SENIOR

P.S.V. DRAUGHTSMEN

FOR LUXURY COACHWORK.

These appointments offer good scope and prospects for Draughtsmen with initiative and ambition.

Apply in confidence to

THE PERSONNEL MANAGER.

911-6

**COACH** hire traffic manager required, £20 per week. House available, near London. Box CM094, care of "The Commercial Motor." 911-230

**GENERAL** manager required for a transport company in the West Riding of Yorkshire. Only persons with experience of all types of transport need apply.

**APPLICANT** must be capable of complete control and management of office and traffic, invoicing, etc. **PLEASE** write giving experience, age and salary required. All correspondence will be treated with the strictest confidence. All staff notified. Box CM114, care of "The Commercial Motor." 912-6078

**REMOVALS** estimator required for North London company. Opportunity for advancement within expanding organization as a first step to managerial position. Write Box CM115, care of "The Commercial Motor." 911-322

**EXPERIENCED** commercial vehicle salesman required by Vauxhall-Bedford main dealers. Coaches and Components, Ltd., 92-94 Stamford Hill, London, N.16. Stamford Hill 8444. 913-6080

**COMMERCIAL** vehicle salesman. London Bedford main dealers have excellent openings for fully experienced man, good flat rate plus generous commission. Write in strict confidence Box CM112, care of "The Commercial Motor." 911-129

June 2, 1961—THE COMMERCIAL MOTOR 123  
(Supplement)

# Miscellaneous Advertisements (contd.)

**STOREMAN** required in Scotland.

**STOREMAN** required, experienced, with knowledge Cardex accounts and heavy commercial vehicle parts. References essential. Position is responsible one with good prospects. Box CM100, care of "The Commercial Motor." 911-15

**JUNIOR** Salesman required for Dodge distributors in Croydon area. Tho 3473-4. 911-549

**SALESMAN** wanted for second-hand only commercial vehicles sales, some experience required, age immaterial. Box CM119, care of "The Commercial Motor." 911-494

**FIRST-CLASS** partman required, preferably with Vauxhall-Bedford experience, living accommodation available. Apply in writing, stating salary and experience to Green Garages, Ltd., 641 Staines Rd., Bedford, Middx. 911-525

**COMMERCIAL** Representative to develop retail sale, London, Home Counties, main distributor, marketing special Luton bodies on B.M.C. chassis, excellent prospects, promotion, salary, commission, pension, etc. Box CM113, care of "The Commercial Motor." 911-128

## STORAGE AND DISTRIBUTION

**LENHAM** STORAGE CO., LTD., near Maidstone, Kent. Southern England's foremost warehouses, capacity 34 million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout, Kent, Surrey, Sussex and Hants. Phone, Lenham 441 (five lines) 222-792

**COVERED** and uncovered storage facilities available in East London area collection and redistribution as required. Phone, Maryland 8558. 911-21

## TENDERS

## BOROUGH OF SLOUGH.

**TENDERS** ARE INVITED FOR THE SUPPLY AND DELIVERY OF THE FOLLOWING VEHICLES:—

- (a) TWO COMMER COB LIGHT VANS.
- (b) ONE KARRIER BANTAM 2-TON LORRY.
- (c) ONE KARRIER 4-TON LORRY.
- (d) ONE KARRIER 5-TON LORRY.
- (e) ONE KARRIER TWIN-CAB LORRY.

Allowances should be included in the Tenders for item (a) of two Bradford vans, and for items (b), (c), (d) and (e) of four KARRIER lorries, which must be taken in part-exchange. These vehicles can be inspected by arrangement.

Forms of Tender and Specifications may be obtained from the Borough Engineer, Town Hall, Slough, Bucks. Tenders must be returned in the envelope provided not later than 12 noon, Wednesday, June 14, 1961. The Council does not bind itself to accept the lowest or any tender. 911-302

(Continued on next page)

# CLASSIFIED ADVERTISEMENT ORDER FORM



Bowling Green Lane, London, E.C.1

PLEASE INSERT THE FOLLOWING ADVERTISEMENT IN THE NEXT.....ISSUE/S  
UNDER THE HEADING OF.....

Rate 11d. per word (minimum 12 words 11/-) • Box Numbers: allow  
4 extra words plus 1/- registration fee • Press Time: 10 a.m. Tuesday.

						Min. 11/-
11/11	12/10	13/9	14/8	15/7	16/6	
17/5	18/4	19/3	20/2	21/1	22/-	
22/11	23/10	24/9	25/8	26/7	27/6	
28/5	29/4	30/3	31/2	32/1	33/-	

★ Please use BLOCK letters throughout. Name and address, if to be used in the advertisement, must be included above and paid for.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

REMITTANCE ENCLOSED FOR...../.....

Remittances should be crossed and made payable to TEMPLE PRESS LIMITED.

SIGNATURE: \_\_\_\_\_

**Miscellaneous Advertisements (contd.)**

**BOROUGH OF WEYMOUTH AND  
MELCOMBE REGIS.**

**TENDERS ARE INVITED FOR THE SUPPLY OF THE FOLLOWING:—**  
ONE DIESEL ENGINED COMPACTION TYPE REFUSE COLLECTING VEHICLE.  
ONE DIESEL ENGINED ROAD SWEEPER-COLLECTOR.  
TWO DIESEL ENGINED 3-TON TIPPING LORRIES.

Details of requirements may be obtained from the Borough Engineer, Town Bridge House, Weymouth. Tenders to be sent to the undersigned in plain sealed envelopes marked "Tender for Vehicles" not later than Monday June 19, 1961.

The Corporation do not bind themselves to accept the lowest or any tender.

Municipal Offices, E. J. JONES, Town Clerk.  
Weymouth, 911-354.  
May, 1961.

**BOROUGH OF SOUTHGATE**

**REFUSE COLLECTION VEHICLE**

**T**HE COUNCIL INVITE TENDERS FOR THE SUPPLY AND DELIVERY OF  
**ONE NEW COMPRESSION-TYPE  
REFUSE COLLECTION VEHICLE**  
OF APPROXIMATELY 25 CU. YD. EFFECTIVE CAPACITY.

Form of tender may be obtained from the Borough Engineer and Surveyor, and should be returned to reach the undersigned not later than noon on Thursday June 29, 1961.

GORDON H. TAYLOR, Town Clerk.  
911-338

Town Hall,  
Palmer Green,  
London, N.13.

**CHESTERFIELD CORPORATION TRANSPORT  
DEPARTMENT**

**HAVE FOR DISPOSAL:—**

**FOUR LEYLAND TITAN PD1**

LOW-BRIDGE DOUBLE-DECKER OMNIBUSES, 1946-1947, WITH ALL-METAL 53-SEATER BODIES.

All with current certificates of fitness, licensed and in good running order.

Further particulars on application and inspection by appointment.

Offers in writing for one or more of these vehicles endorsed "Second-hand Motor Buses," to be delivered by Monday, June 26, 1961, to The General Manager, Chesterfield Corporation Transport Department, Thornfield Depot, Sheffield Road, Chesterfield.  
Phone 3421, 3422. 912-6082

**Miscellaneous Advertisements (contd.)**

**ORPINGTON URBAN DISTRICT COUNCIL.**

**SUPPLY OF NEW VEHICLES.**

**TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF THE FOLLOWING NEW VEHICLES:—**

- (a) ONE DENNIS 800-GAL. DIESEL CESSPOOL EMPTING VEHICLE WITH GULLY EMPTIER FITMENTS.
- (b) ONE BEDFORD 3-TON DIESEL LORRY. A 1947 DENNIS 3-TON LORRY IS TO BE TAKEN IN PART-EXCHANGE.
- (c) ONE BEDFORD 10-CWT PETROL VAN. A 1955 B.S.A. MOTORCYCLE IS TO BE TAKEN IN PART-EXCHANGE.

Full specifications and forms of tender may be obtained from me.

Closing date for the receipt of tenders is 9 a.m. on Saturday, June 10, 1961.

The Council does not bind itself to accept the lowest or any tender.

L. W. FREEMAN, Engineer and Surveyor.  
Civic Offices, The Walnuts, High Street, Orpington, Kent.  
May 19, 1961. 911-18

**CITY OF PLYMOUTH.**

**TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF THE FOLLOWING. NO OFFICIAL TENDER FORMS OR SPECIFICATIONS WILL BE ISSUED.**

The vehicles are to be supplied in primer only and all vehicles and plant must be complete with Traffic Indicators, number plates, mirrors, licence holders where applicable and conform with all current traffic regulations. A separate tender is required for each item.

**ITEM A. THREE 18/25 CUBIC-YARD DIESEL DRIVEN COMPRESSION TYPE REFUSE COLLECTORS WITH CREW CAB.**

**ITEM B. ONE 12-CUBIC-YARD DIESEL DRIVEN SIDE-LOADING TYPE REFUSE COLLECTOR WITH CREW CAB. BODY TO BE FITTED WITH WATERTIGHT REAR DOORS.**

**ITEM C. ONE D6 SIZE HYDRAULIC BULLDOZER WITH REAR MOUNTED CABLE CONTROL UNIT. ENGINE FAN TO BE REVERSED TO BLOW THROUGH RADIATOR. BULLDOZER BLADE AND TRACKS TO BE SUITABLE FOR HANDLING REFUSE.**

Tenders are to be received not later than 10 a.m. on June 20, 1961, and no tender will be received except in a plain sealed envelope addressed to:—

THE TOWN CLERK,  
POUNDS HOUSE,  
PLYMOUTH.

which must bear the word Tender followed by the subject to which it relates but shall not bear any name or mark indicating sender.

The Corporation do not bind themselves to accept the lowest or any tender.

J. ACKROYD, City Engineer and Surveyor.  
911-12

**Miscellaneous Advertisements (contd.)**

**FOR SALE.**

**A QUANTITY OF IMMEDIATELY OUTDATED**

**MORRIS COMMERCIAL SPARES.**

FOR MODELS LC AND CV 9-40, 1946 AND 1948.

For details apply Borough Surveyor and Water Engineer.  
Town Hall, Tunbridge Wells. 911-461

**BOOKS AND PUBLICATIONS**

**MAINTENANCE RECORD** (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free.  
**DIESEL oil stock books.** Cost books, etc. Send for descriptive list.  
**CHARNWOOD PUBLISHING CO., LTD.,** Coalville, Leicestershire. 222-869

**MOTOR VEHICLE MECHANICS' TEXTBOOK** (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics' Work, this book is designed for students entering for the Award of the National Craftsmen's Certificate of Automobile Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated, 237 pages, 12s. 6d. net from bookstellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**THE ROAD TRANSPORT ENGINEER.** Edited by G. Mackenzie Junner. This textbook deals with the specialized work of the engineer in the maintenance, repair and overhaul of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation, and embrace insurance, road transport law and management. 196 pages, illustrated, price 21s. net from bookstellers, or 22s. 6d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**LONDON WHARVES AND DOCKS** (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detail facilities afforded by the wharves, together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London's dock area is included. Illustrated, 104 pages, 12s. 6d. net from bookstellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**"MODERN CLEANSING APPLIANCES,"** by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from bookstellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**THE OPERATORS' GUIDE TO THE TRANSPORT ACT, 1955.** Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from bookstellers, or 1s. 8d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

*Be seated by...*

**RESTALL**  
MASTERFIT

**COMMERCIAL VEHICLE SEATING of Quality**

**CAB SEATS specifically for:**

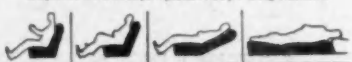
- AUSTIN 152, Driver or Passenger.
- AUSTIN 161, Driver, Special Tipping Passenger.
- AUSTIN A35, Driver Passenger.
- AUSTIN A35, Full Bench Seat or Two Passenger.
- AUSTIN 3 WAY Old Model, Driver Passenger.
- AUSTIN 2, 3, 5 TON (up to 1947) Original Bucket Seats.
- AUSTIN A30 and A33, Passenger.
- BEDFORD 15 CWT., Passenger, Tipping.
- BEDFORD 15 CWT., Passenger Two-seater.
- BEDFORD 15 CWT., Car Type Front Seats.
- B.M.C. "LD", Driver, Special Tipping Passenger.
- COMMER 30 CWT., Driver Passenger.
- COMMER EXPRESS 8 CWT., Driver Passenger.
- COMMER COB, Passenger.
- LAND-ROVER, Car Type Front Seats.
- MORRIS J2, Driver or Passenger.
- MORRIS J2, J2B, Driver, Special Tipping Passenger.

Note: Rise and fall mechanism is available with single 1950 seats in many cases for larger vehicles.

**VAN REAR PASSENGER specifically for:**

- AUSTIN 152, Workmen Lengthwise, Tip-up.
- AUSTIN 161, Workmen Lengthwise, Tip-up.
- AUSTIN A30/33 Fold-into-floor. No Purchase Tax.
- AUSTIN A35 (10 CWT.), Floor Top Fitting Two-seater.
- B.M.C. "LD" Types, Workmen Lengthwise, Tip-up.
- BEDFORD 15 CWT., Workmen Lengthwise, Tip-up.
- BEDFORD 15 CWT., Floor Top Fitting Two- and Three-seaters.
- COMMER COB Series I and II, Fold-into-floor. No Purchase Tax.
- COMMER 30 CWT. EXPRESS, Fold-into-floor. No Purchase Tax.
- MORRIS J2, Workmen Lengthwise, Tip-up.
- MORRIS MINI-MINOR, Fold-into-floor. No Purchase Tax.
- MORRIS 5 CWT., Floor Top Fitting Two-seater.
- STANDARD 6 CWT., Fold-into-floor. No Purchase Tax.
- THAMES 15 CWT., Workmen Lengthwise, Tip-up.
- THAMES 5/7 CWT., Floor Top Fitting Two-seater.

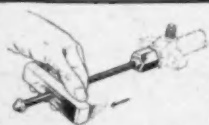
Enquiries are invited for special seats for Body Builders.



**RESTALL BROTHERS LIMITED**

31-33 FLOODGATE ST., B'HAM 5. Phone VIC 1093, 4440

**LOOK  
THE ONLY  
UNIVERSAL  
INJECTOR  
EXTRACTOR  
ABCO**



**EASTERN GREEN ROAD  
COVENTRY 66134**

**Boys 3RD AXLE  
SUSPENSION**  
HENRY BOYS & SON LTD.  
OXFORD ST. WALSHALL 2181

**FOR ALL NEW THAMES  
& USED VEHICLES  
DAGENHAM MOTORS**

WOOLWICH

**WOO 7771**

TRUCK SALES DEPT.

**CHASSIS  
EXTENSIONS**

**GREATER PLATFORM  
LENGTH FOR BULKIER LOADS**

Full details  
from:—  
**PRIMROSE  
GROUP  
SALES**  
Ollifree Road,  
Whalley, Lancs.  
Tel.: Whalley 3516/7

**HARTRIDGE**

NOZZLE

**POPTEST**

The only **UNIVERSAL**  
(low priced) **DIESEL  
INJECTOR TESTER**

FOR EFFICIENT  
DIESEL SERVICE



**LESLIE HARTRIDGE LTD.**  
151 Great Portland Street, London, W.1.  
Telephone: LANGham 7191-2-3



**MUNICIPAL AUTHORITIES IN NORFOLK  
REPEATEDLY SPECIFY  
KARRIER MUNICIPAL VEHICLES**

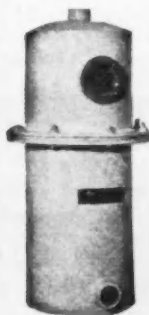
FOR SPECIFICATIONS AND QUOTATIONS CONTACT  
THE KARRIER MAIN DEALERS

**NORWICH MOTOR COMPANY LTD**  
PRINCE OF WALES ROAD, NORWICH, NORFOLK Telephone: NORWICH 2881



**CLARK  
ROSS  
SPARES**  
FOR MATERIALS HANDLING EQUIPMENT  
Genuine spares and service from the sole  
United Kingdom Distributors  
**I.T.D. LIMITED**  
WEBB LANE, HALL GREEN  
BIRMINGHAM, 28  
Phone Springfield 2282

**CONDENSATION TROUBLES?**



Protection for your  
oil storage and trans-  
portation tanks is  
ensured by using a  
**SILICA GEL TANK  
BREATHING**

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LONDON, W.1.  
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Head Office and Works:  
255-256 KINGSTON ROAD  
MERTON PARK, LONDON, S.W.19

AUSTIN • DODGE • FORD • PERKINS DIESELS

Liberty 7611/3

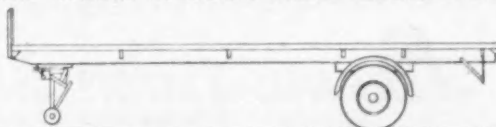
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**DENNIS**

Showrooms:  
165-181 HIGH STREET  
COLLIERS WOOD, S.W.19

**HAUL YOUR LOADS WITH A SCOTTISH HIGH-DUTY SEMI-TRAILER**

STANDARD UNITS  
10-11 TON 12 TON  
14 TON and 16-17 TON



LOW WEIGHT  
HIGH EFFICIENCY

**YOU CAN PULL MORE—CHEAPER**

DON'T BE (F)RIGID, BE ARTICULATED. Consult  
**THE NORTHERN TRAILER CO., LTD.**  
COLSTON IRON WORKS, BISHOPBRIGGS, LANARKSHIRE. TELEPHONE  
BIS. 1071-2

*if it's* **DODGE**  
SALES • SERVICE • SPARES



**MITCHELL'S** your  
man!  
**L. A. MITCHELL (MOTORS) LTD.**  
1 Balham High Rd., London, S.W.12  
BALHAM 2234

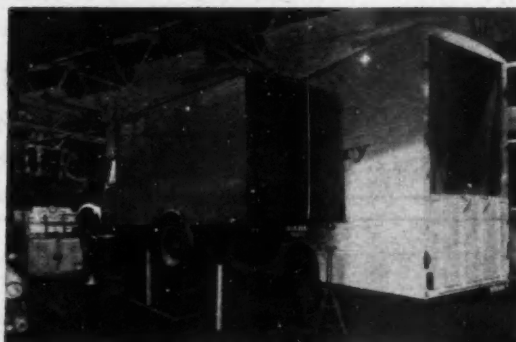
## THE LEADING NATIONAL SPECIALISTS IN

# TRANSPORT MAINTENANCE EQUIPMENT

● Over the years we have investigated the time-and-labour-saving possibilities of a very wide range of transport equipment, and the knowledge gained has enabled us to be of considerable assistance to Fleet Operators in the selection of suitable equipment.

In addition, our service scheme embraces supervision of installations, instructions on operation where required and periodical inspection visits to ensure that equipment continues to operate efficiently.

*Illustration shows Kismet Twin Post Commercial Lift, Tecalemit 'Goliath' Power Pump, Crypton Analyser in use at Coaches and Components Ltd., of Stamford Hill.*



# Brown Brothers Limited

THOMSON & BROWN BROTHERS LIMITED  
BROWN BROTHERS (AIRCRAFT) LTD. BROWN BROTHERS (IRELAND) LTD.  
BROWN BROTHERS (OVERSEAS) LTD. BROWN BROTHERS (METALS) LTD.

### WHOLESALE ONLY

Head Offices and Warehouses:  
Great Eastern Street, LONDON, E.C.2  
126 George Street, EDINBURGH, 2

Branches: Aberdeen - Acton - Belfast - Birmingham  
Bournemouth - Bristol - Cardiff - Carlisle - Croydon  
Dublin - Dundee - Eastbourne - Glasgow - Hull  
Inverness - Leeds - Liverpool - Manchester - Newcastle-upon-Tyne - Norwich - Nottingham - Oxford  
Plymouth - Preston - Reading - Sheffield - Southampton  
Stoke-on-Trent - Wolverhampton



LET'S START TO WORK  
TOGETHER, SIR  
Open 9 a.m. - 5.30 p.m. Mon. - Fri.  
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## This Brake and Clutch Service YOU CAN TRUST

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CLUTCH RELEASE BEARINGS  
CLUTCH DISCS  
with approved DON Linings

CALL ON US WHENEVER YOU ARE IN A HURRY

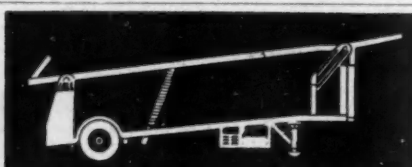
# FERRARIS PISTON SERVICE LTD.

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TEL: WEDNESBURY 0243

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June 2, 1961

THE COMMERCIAL MOTOR

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